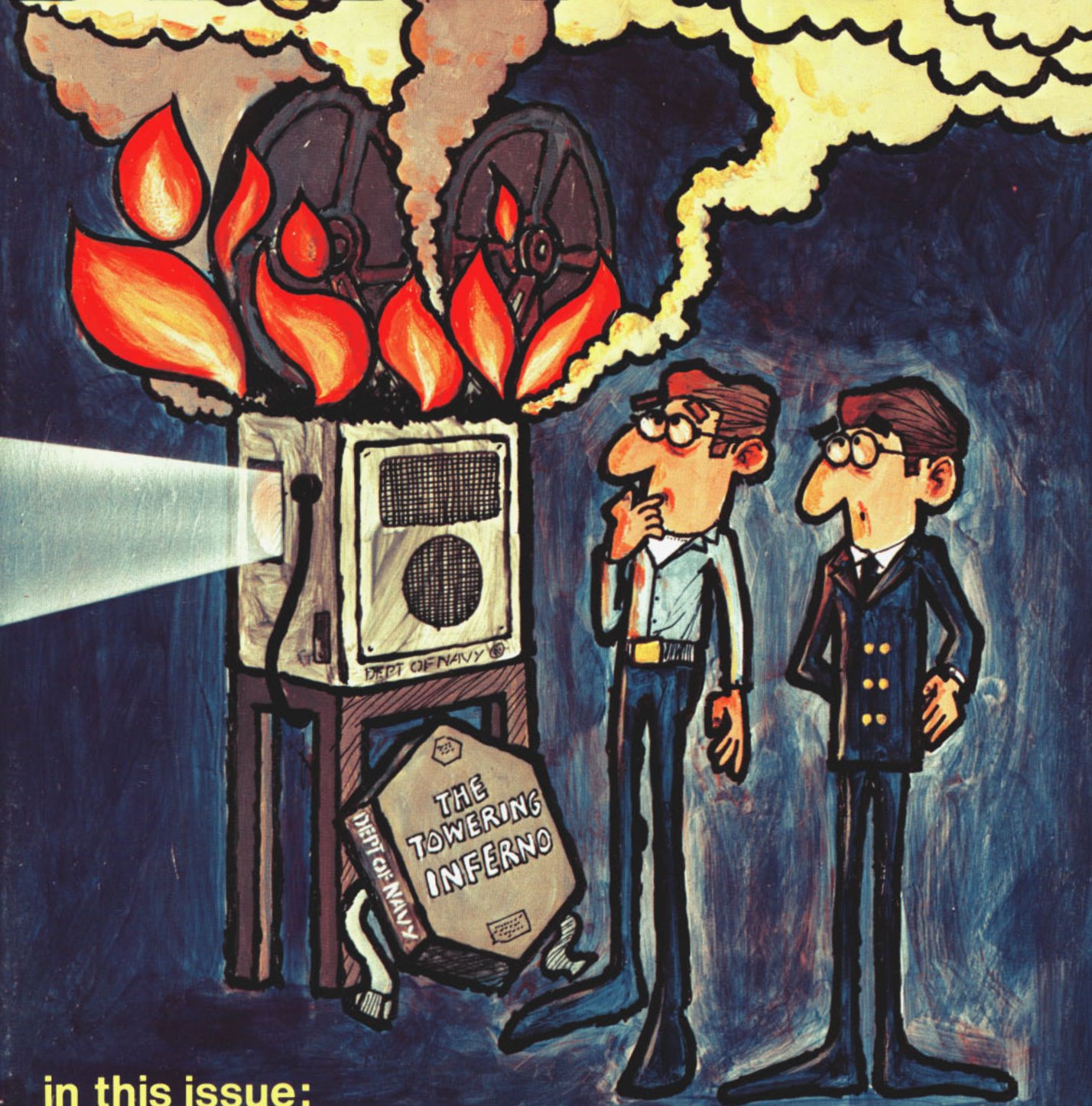


ALL HANDS



in this issue:

WHAT'S TONIGHT'S MOVIE?
NAVY MOTION PICTURE SERVICE **MAY 1975**





ALL HANDS

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FRONT COVER: Movies are a hot subject in today's world, both inside and outside the Navy—as subtly suggested by ALL HANDS artist Michael Tuffli. It's not because of their flammability (Navy uses nonflammable safety film aboard ship and shore stations) but because of their subject matter. For more on the subject of the Navy Motion Picture Service and its circulating inventory of 36,000 movie prints, see the article appearing on page 26.

BACK COVER: The subject of energy conservation, especially in the use of automobiles, is a full-time, fuel-time job. For more on the subject see page 58. Art by Tuffli.

INSIDE FRONT: The newly commissioned USS South Carolina (DLGN 37) is moved into mooring position at Charleston Naval Station. Photo by PH1 Milt Putnam.

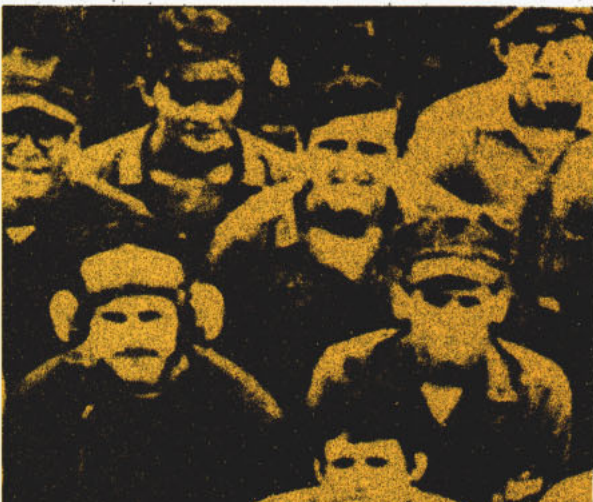


THE HRAV

"The Navy is concerned not only with ships and aircraft and weapons; it is concerned also with the human beings who operate these machines. The Navy is interested in all its men—their hopes and fears as well as their capabilities and their needs. It is interested in them as individuals and as groups of individuals who influence each other and . . . have a tremendous effect on efficiency . . ."

The naval "Division Officer's Guide" from which this statement was taken was prepared back in 1952. The manual devotes an entire chapter to both professional and personal needs of Navy people, and the responsibilities of the division officer as a leader.

The statement clearly supports the basic purpose of the Navy's Human Goals Plan, written over 20 years later. Concern for the Navy man or woman, both as a contributing member of the Navy team and as an individual, is not a new concern for the Navy. What is new is the comprehensive systems approach to improving command effectiveness by concentrating on leadership and management development and the human resources of an organization.



Just as the management of money and material is carefully planned and integrated in the Navy, so now is the management of human resources. This responsibility, traditionally that of division officers and leading petty officers, has all too often been relegated to second priority status in the face of material demands and operational commitments.

The Human Resource Management Program, one element of the "systems approach," focuses on developing the skills and self-confidence necessary to organize and supervise a group of individuals to obtain a full and productive team effort. The program recognizes leadership and management as the most important considerations in achieving command excellence and building good order and discipline, responsibility, authority and accountability, pride and professionalism, morale and teamwork.

Looking beyond program titles and objectives—and getting into content—provides us with some basic insights into what this nuts-and-bolts program for improving management is all about.

- Basic underpinning for the system is provided by a network of Human Resource Management Centers (HRMC) and Detachments (HRMD). These units provide the fleet and shore establishment with assistance in organizational development and management, equal opportunity/race relations, and drug and alcohol abuse education.

- Navy Human Resource Management Specialists, both officer and senior enlisted, all with recent fleet experience and specially trained for their assignments, help individual commands focus on their strengths and their problems, and assist them in developing ways to improve their efficiency.

- HRMCs have been established in Norfolk, San Diego, Pearl Harbor, London, and Washington, D. C. HRMDs are in Charleston, Jacksonville, Alameda, Guam, Subic Bay, Yokosuka, Rota, Naples, and Athens.

- The Human Resource Management Availability



(HRAV) is an important element in this problem-solving approach to developing leadership and management. In essence, the HRAV is a scheduled period of time—much like a tender availability—usually about a week in duration, during which a command is free of major operational responsibilities to devote itself to the management training process provided and structured by HRMC personnel.

"It's time we emphasize the management of human resources," said Captain C. E. Gurney, III, commanding officer of the HRMC Norfolk. "Our Human Resource Management Availability is one period during the year when attention is focused on how we are managing our human resources. It's a sound concept; it puts the management of people on an equal footing with the management of machines."

The HRAV is preceded by a comprehensive organizational survey and by intensive planning discussions between representatives of the command and the HRMC staff. During the initial visit to the command, a support team of human resource management specialists briefs the commanding officer on the capabilities and services the center has to offer, and the broad objectives of the availability.

At HRMC Norfolk, CAPT Gurney attempts to participate in this initial visit whenever possible: "This opens a line of communication between the center and the commanding officer which can be used after an availability, and frequently is," he explained. The HRAV specialists, it is emphasized, are there to assist the commanding officer. Here's how it is accomplished.

● **The HRAV Survey.** The first real insight into just how comprehensive the HRAV process is comes for the crew when they fill out the human resources management survey. Developed in 1973, the survey is distributed to all members of the command who retain their anonymity while providing a candid, overall picture of their command.

Questions in the survey cover the areas of peer and

supervisor leadership, teamwork, communication flow, decision-making, motivation, training and the effectiveness with which the command has implemented other programs that are a part of the human resource management system, such as equal opportunity and race relations. The commanding officer may add questions of his own if he so chooses.

Questions are answered on a point scale ranging from "very satisfied" to "very dissatisfied." After processing by automated equipment, the survey results are prepared as a statistical summary. Team members then return to the command to feed back this information to the commanding officer and assist in its interpretation.

"The commanding officer doesn't have to buy a thing I say when I bring the survey results to him," said Lieutenant Commander D. O. Straight, a human resource management support team leader at the center in Norfolk. "It's his ship, his command, and he uses me as he sees fit." The survey is only a management tool, and only a place to start, added LCDR Straight.

● **The Survey findings.** The survey can only show "perceptions," explained Lieutenant K. A. Murray, a human resource management specialist at HRMC Norfolk. "It cannot determine reasons or explain why 'perception differences' exist.

"Once the command understands what the data means, they can take the survey results and correlate what's being said with what actually occurs in the command.

"I think when a command receives the survey results they're pleased—since now, for the first time, they can look at perceptions that people have from an objective third-party viewpoint," continued LT Murray. "It's not the command asking their people what they think—in which case the crew might feel required to give a good response or say what they think the supervisor wants to hear—it's us doing it, an objective third party."

The survey can be helpful to the commanding

THE HRAV EXPERIENCE



officer in indicating both the strengths and weaknesses of his command. If it shows a strong positive response in the area of team effort, the commanding officer may determine that his supervisors are effective and efficient. If it shows a negative response in an understanding of the command's mission, further clarification or communication may be necessary in this area.

While the survey is an important factor in pinpointing areas for discussion and treatment, the commanding officer of each unit determines the direction of the HRAV. Once he has reviewed the survey findings, he is able to determine those areas he feels should be dealt with in the availability process. The results of the survey, combined with his knowledge of the command, provide him with a complete representation of the perceptions of his crew.

"Human resource management specialists do *not* evaluate, compare or prescribe," emphasized CAPT Gurney. "No human resource management specialist presumes to know more about the command than the commanding officer."

Whatever his decision, survey results are confidential. The only person authorized to give any information on what transpired during the human resource management availability is the commanding officer himself.

• **Action Areas and Workshops.** The HRAV itself is a team approach to problem solving led by the officers and petty officers of a command, and structured by the members of the human resource management support team. Action areas, expressed by the commanding officer, are dealt with in workshops. The workshops themselves fully adhere to Navy protocol and procedure. Out of the workshops come statements of each problem area, objectives, and recommended courses of action. The commanding officer then reviews the recommendations and assigns priorities.

Action areas range from breakdowns in communication, such as enlisted men bypassing chief petty



Above: Crewmembers complete the Human Resource Management Survey, the first step in the process. Right top: HRMC Norfolk support team members LT D. Shelton and CPO John Brown help provide survey feedback and assist in interpretation for Fort Snelling's CO and XO, Cdr James C. McIndoe and LCDR William P. Hunter. Right bottom: CDR R. E. Greer, CO of USS Newman K. Perry, reviews feedback with Chief Petty Officer J. E. Lacey, a human resource management specialist assigned to HRMC Norfolk.

officers and relating directly to junior officers, to the simple, expressed need in the ranks for explanation or management from supervisors for prompt action during what may seem to be a manufactured crisis.

LT Murray cited examples of what could surface during a command action plan workshop:

"Probably every command has a list of job descriptions for the personnel in that command; there's a file somewhere. Yet you can go up to people time after time and find out they really don't know what their job is. How many times does a person take over a new job and not find out that he has to get a report in on a certain day or that he has a collateral duty until the report isn't in or the collateral duty isn't done? It happens all too frequently. Why? Not because the job description isn't there: it's because it's never really used. (→)



“... More than 225 commands have gone through an HRAV. Reactions have been positive. Participating commanding officers cite marked improvements in retention, teamwork, motivation, functioning of the chain of command, discipline and morale. ...”

THE HRAV EXPERIENCE



"In a certain division, the division officer and leading petty officer may think that they're doing a fine job of getting the word out. Yet what may happen is that you have a group of non-rated personnel showing up for a working party only to find that because two division officers or department heads didn't coordinate, that the crane that's supposed to be hauling the supplies on board has been shut down for maintenance.

"Now the supplies are sitting on the barge with the working party standing around wondering, 'why can't we do what we're supposed to be doing?' They perceive that work activities aren't sensibly organized. To them that's a work activities organization problem. To the division officers and leading petty officers it's a communication problem. One division didn't let the other know that the crane was needed at that particular time, or that the barge was coming alongside."

Incidents such as these, while serious at the time, usually affect only those people within the particular division or work group involved, and do not indicate command-wide problems. They do indicate an area, though, in indoctrination of new personnel, or subordinate-supervisor communications flow, or work activities organization, for improvement.

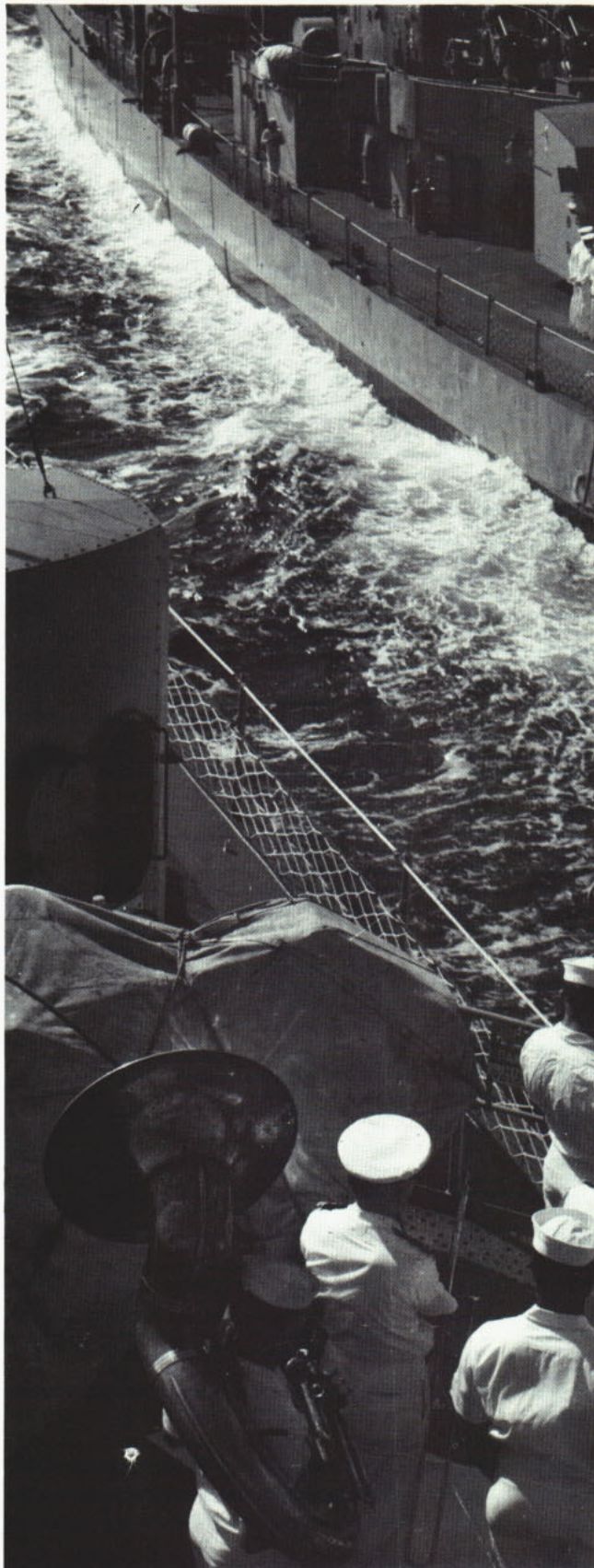
The realization that a problem does exist, and action to counter it, are not the tasks of the human resource management specialists; they provide assistance and guidance when needed, but responsibility for command action rests with the individual commanding officer.

"The whole idea is that the command itself, and people within the command, especially middle management, assume responsibility for ensuring that the issues of human resource management are handled within their department or division or work center, and that it will continue whether or not a specialist is there," explained Commander S. A. Fink, training officer at the HRMC Norfolk.

"There's no way any of the responsibility could be assigned to anyone outside the chain of command," the commander added.

• **The Command Action Plan.** Setting out management objectives and milestones, the command action

Above: USS Newman K. Perry (DD 883) recently completed the Human Resource Management Survey. Right: The aim of Navy's "systems approach" is command and crew effectiveness, symbolized here by the crew of one ship, the Perry (DD 883). Facing page: USS Fort Snelling (LSD 30) is one of 225 commands that have gone through an HRAV.





plan is a product of an HRAV. Directions are set, commitments are made, and the command is well on its way to improving effectiveness and efficiency in a programmed, orderly fashion. Actions promoting improved leadership and human resource management have become part of the command's daily operation.

More than 225 commands have gone through an HRAV. Reactions have been positive. Participating commanding officers cite marked improvements in retention, functioning of the chain of command, teamwork, motivation, discipline and morale.

In the end, of course, it all comes down to people. Commands are people, and the success of Navy missions depends on a dedicated professional core of experienced men and women. As CAPT Gurney noted, "we work on the assumption that the majority of the Navy's people are naturally proud, motivated, and sincere, and they are looking for a way to contribute to the Navy's mission."

Through its Human Resource Management Program the Navy has implemented a dynamic servicewide effort to respond to the complex leadership challenges of the 1970's and 1980's. The limitations of the HRAV are readily admitted by the specialists at the centers and detachments. They see themselves as true consultants whose job is to expose problem areas and suggest avenues relevant to each command for approaching those problems.

"Our purpose here at the center is not to eliminate problems for the commanding officer, but to help him uncover them, and give everyone under his command 'a piece of the action' in solving them. We can help the commanding officer get more productivity out of his people, help him locate the areas of brains and energy and harness them up to the mission," CAPT Gurney concluded.

The success of human resource management as a structure for meeting command challenges has been tested and proven, but this does not mean that the challenges have diminished. As the program continues to tell its story in the fleet and shore establishment, chiefly by what it does, it will become better known and understood for what it is: a commitment to command excellence.

—JO3 Jan Holmes USN

What's Your Retention Climate ?

HOW DO YOU

An important requirement of the All-Volunteer Navy is retention. Not just retention—but retention of qualified personnel. Retention depends on a number of things, ranging from job satisfaction to living conditions and pay. It is also dependent on what some people call working conditions. Commanding officers and career counselors in the Fleet have told the Chief of Naval Personnel that they feel command policies and leadership are the two major areas that can set the right climate or adversely affect retention. On the following pages are a series of questions which indicate just how important are these two factors. Command policies and leadership reach into every department of your ship or unit. They can create a good climate—or a counter-productive climate.

Here is a list of questions which can serve as indicators for the personnel of your unit—not just the command itself but the middle-management officers and petty officers. They can help you rate and evaluate the "retention climate" of your organization.

How does your command rate?

Internal Communications:

- ☐ Is the chain of command strong, efficient and responsive?
- ☐ Are internal communications effective?
- ☐ Are regular command/departmental calls held?
- ☐ Are all hands aware of the unit's mission and their contribution to it?
- ☐ Is adequate notification of operating schedules provided in sufficient time to allow for personal planning?
- ☐ Are all hands informed on the "state of the unit" as compared to other units in the squadron?
- ☐ Is important material such as career grams, notices, instructions, CHINFO grams, etc., routed to all hands?
- ☐ Is there an active and sound Human Goals Program?
- ☐ Are request chits and correspondence forwarded through the chain of command in a timely manner?
- ☐ Are career information items run in the plan-of-the-day?
- ☐ Is there an organized indoctrination division for newly arriving sailors?

Advancement in Rate:

- ☐ How many personnel were eligible for the last



advancement exam and how many participated, passed or PNA'd?

- ☐ What's being done at the Division or Department level to encourage exam participation?
- ☐ How many will be eligible to take the next exam? How many plan to take it?
- ☐ Can those figures be improved?
- ☐ Does the training program in your Department/Division provide time and assistance to prepare for advancement exams?
- ☐ Is there an active striker selection board?

Career Counseling Programs:

- ☐ How well does the command career counseling program function?

RATE YOUR SHIP ?



- ☐ Is it effective?
- ☐ How often are counseling interviews given?
- ☐ Does the program use appropriate CINC/TYCOM instructions as a basis?
- ☐ Are the retention aids provided by BuPers put to good use?
- ☐ Does the program include counseling or briefing of spouses?
- ☐ Is the program aimed only at first-term personnel, or is the entire command involved?
- ☐ Does the personnel office give the career counselor administrative support?
- ☐ Does the career counselor have direct access to Autovon and other communications facilities?
- ☐ Is the career counselor briefing individuals to be separated on the PRISE I/II Programs (for broken

service reenlistments)?

- ☐ Does your command regularly send officers and senior petty officers to CIAC (Career Information and Counseling School)?
- ☐ Is your command or unit sponsoring and supporting an officer retention program?
- ☐ Does it attempt to retain Fleet Reserve-eligible and Reserve personnel?
- ☐ Does your career counselor have access to the CO and XO on a routine basis?
- ☐ Are the division officers and senior petty officers effectively discharging their responsibilities within the command retention structure?
- ☐ Does your career counselor have a private office to conduct interviews?
- ☐ Is your career counselor plagued with other

collateral duties?

- ☐ Do each of your departments and divisions have designated individuals as contact points between the shop and the command career counselor?
- ☐ Does your career counselor have a working relationship with the local recruiter?

EAOS Turnover:

- ☐ How many personnel do you expect to reach EAOS in the next six months?
- ☐ Do you expect to lose any career personnel at EAOS or to the Fleet Reserve?
- ☐ How many of your first-term and career personnel got out of the Navy in the last six months? Why?
 - ☐ What had been done to retain these people?
 - ☐ What in your estimation would get more of them to reenlist?
 - ☐ How many sailors reenlist to stay on board?
 - ☐ How many ship over for orders?
 - ☐ How would you analyze these last two items?

Self-Improvement Programs:

- ☐ Is there any significant sponsorship or encouragement of self-improvement programs?
- ☐ If so, what is the participation rate?
- ☐ How successful are your programs?
- ☐ Are all hands aware of in-service educational benefits of the GI Bill, as well as tuition aid, PACE and NCFA (Navy Campus for Achievement)?

Readiness:

- ☐ How does your command compare with others in combat, material and personnel readiness and safety?
- ☐ Are the members of the crew or the command kept informed of the comparison?
- ☐ Do your maintenance and operational personnel have adequate test equipment and material support?
- ☐ Can it be improved?

Discipline:

- ☐ How does the unit's number of masts and courts-martial compare to the Fleet average?
- ☐ What was the nature of most of the offenses? Are the same people repeatedly involved as either the offenders or as the reporters of offenses?
- ☐ Can the number of offenses be reduced through more positive leadership?
- ☐ Do department heads, division officers and petty officers take care of minor problems, or do they simply "write them up?"

Quality of Recruits:

- ☐ How many have been sent to "A" school?





- ☐ Do you have any candidates you would like to send to "A" school but haven't?
- ☐ Why haven't they been sent?
- ☐ How many of your personnel are not working in their rating? Why?
- ☐ Do you assist in recruiting efforts directly and indirectly?

Job Satisfaction:

- ☐ Is sufficient authority and responsibility given to middle management and junior officers and senior petty officers?
- ☐ Is the watch bill fair and equitable?
- ☐ Is there an established system for rewarding topnotch sailors?
- ☐ Do you have a sailor-of-the-month/quarter/year program?
- ☐ Are enlisted evaluations carefully scrutinized by responsible individuals for fairness and accuracy?
- ☐ Are evaluations and fitness reports prepared with appropriate thought and effort?
- ☐ Are they submitted on time?
- ☐ Does your command have esprit de corps, and are the personnel and their families involved in sports programs, charitable activities and social events?
- ☐ Does the command make periodic presentations or reports to dependents indicating concern for the family?
- ☐ Do you have an active sponsor program for new personnel reporting aboard and their families?
- ☐ Are personnel working in customer service areas providing services in a courteous and friendly manner?
- ☐ Are they explaining delays?

Local Assistance:

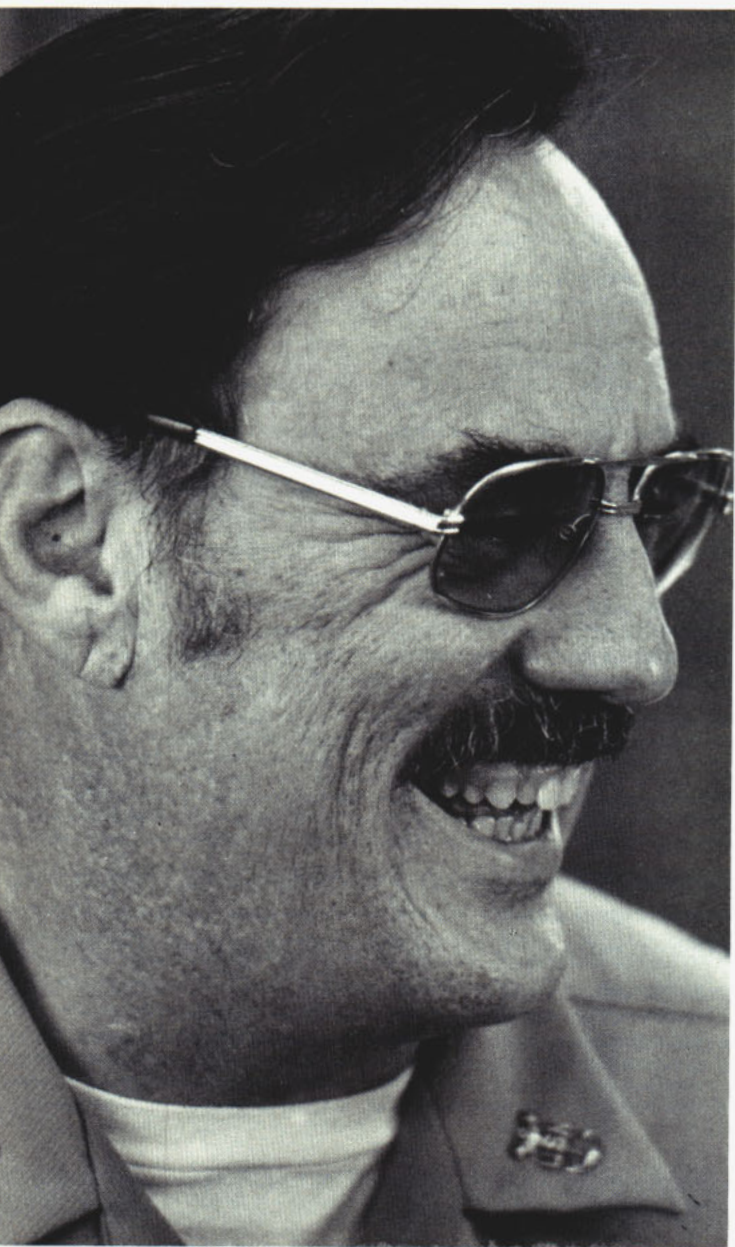
- ☐ Can your immediate superior in command provide any assistance in the above or in any other areas?
- ☐ Do you receive good support from the base, tender or other support facility? Can that support be improved?

Other Assistance:

- ☐ Can BuPers or other activities at the headquarters level provide any assistance in the above areas?
- ☐ Have you requested or received any assistance from these sources?
- ☐ Have you requested assistance from a Human Resource Management center or detachment?
- ☐ Do all hands know about the BuPers career information Code-A-Phone?
- ☐ Is the retention program a command team effort?
- ☐ How can your program be improved?

SUB FORCE CAREER COUNSELORS

THEY'RE NUMBER ONE



The Navy desk in Washington which is checking on reenlistments in the nuclear submarine force was pleased and impressed by the consistently high reenlistment rates in the San Diego area. It was the best overall retention percentage for first-term and career personnel in the Pacific submarine force. Who/what was responsible? Here's the answer:

A typical working day at the Submarine Support Facility at Ballast Point in San Diego, Calif., begins not long after sunrise with the submarine tender USS Dixon (AS 37) holding morning quarters.

Tethered alongside, USS Tang (SS 563) and USS Permit (SSN 594) hold morning quarters-for-muster on the pier where Dixon is moored.

At the same time, three other Navy men at Ballast Point are beginning their day in their offices ashore. Their jobs are among the most important to the Navy today. They are the Career Nuclear Advisor for the Representative of the Commander Submarine Force Pacific (COMSUBPACREP), West Coast, and the career counselors for Commander Submarine Group Five and Commander Submarine Squadron Three.

Master Chief Electrician's Mate (SS) Gerhard W. Windscheffel, Senior Chief Interior Communications Electrician (SS) Henry Maine, and Senior Chief Electrician's Mate (SS) Dave Dickson have been largely responsible for providing submarines stationed in San Diego with the best overall retention percentage of first-term and career personnel for the Pacific submarine force.

Traditionally, the manpower needs of the Navy have been provided by a combination of recruiting and retention, but there is more of a need to retain the professional, career-motivated Navyman now than ever before. This is especially true at this time when the Navy is becoming more compact and seeking to become more efficient.

As Navy chiefs Windscheffel, Maine and Dickson perform their duties, they work together and complement each other, but they are individuals. And their individuality works for them.

How do they make career counseling work? Let's take a look.

EMCM (SS) Gerhard W. Windscheffel has been a part of the Navy since 1944. He works for Rear Admiral



John G. Williams who is COMSUBGRU Five. In his capacity as Career Nuclear Advisor, Windscheffel is available to counsel all enlisted nuclear trained personnel in the West Coast area.

"I consider myself the world's oldest living enlisted 'Nuke'," Windscheffel likes to remark.

He was about to retire in June of 1974 because he had decided that most of the Navy's challenges were behind him. He changed his mind when he was offered the job of nuclear advisor assigned to COMSUB-PACREP, West Coast, for the benefit of all nuclear-powered ships in the Pacific area.

"This is a challenging billet and I like it."

His workdays are demanding. From the time he reports for work in the morning until he goes home, sometimes at late hours, his telephone is always ringing. His office is filled with nuclear-trained sailors with questions about the future.

Chief Windscheffel said that civilian industry tries hard to attract nuclear-trained Navy machinist's mates, electrician's mates, electronic technicians, and interior communications electricians.

In finding retention incentives for such highly trained personnel, Windscheffel has used an easygoing, soft-speaking manner to communicate his message.

Navy jobs can be more exciting than their civilian counterparts, he said, owing to the chances for travel and adventure. He said that comparable money can be made when an individual's regular pay, pro-pay and selective reenlistment bonus are combined.

Also, educational opportunities are easier to obtain in the Navy. There are many difficulties involved in going through college after discharge, under the G. I. Bill.

"Most people returning to civilian life never really make a success of going to school while also fighting the cost of living after getting out," said Chief Windscheffel. "Some of the problems that veterans

Facing page: Master Chief Electrician's Mate (SS) Gerhard W. Windscheffel. Above: Windscheffel pays a visit to USS Permit's career counselor. Right: A "team concept" meeting with (from left to right) CDR J. F. Sullivan, Commanding Officer, USS Permit; LTJG E. M. Keyser III; PO2 K. L. Harris; PO1 J. K. Hadden, Permit career counselor; PO2 K. T. Hughes; and EMCW Windscheffel.



have making it as civilian students encourage sailors to think twice about getting out.

"An alternative," he said, "is for the Navyman to apply for duty at a 'C' school and teach other Navy men as well as teach himself. Navy schools attended are worth college credits. An even better incentive is to take advantage of the Navy Campus for Achievement Program."

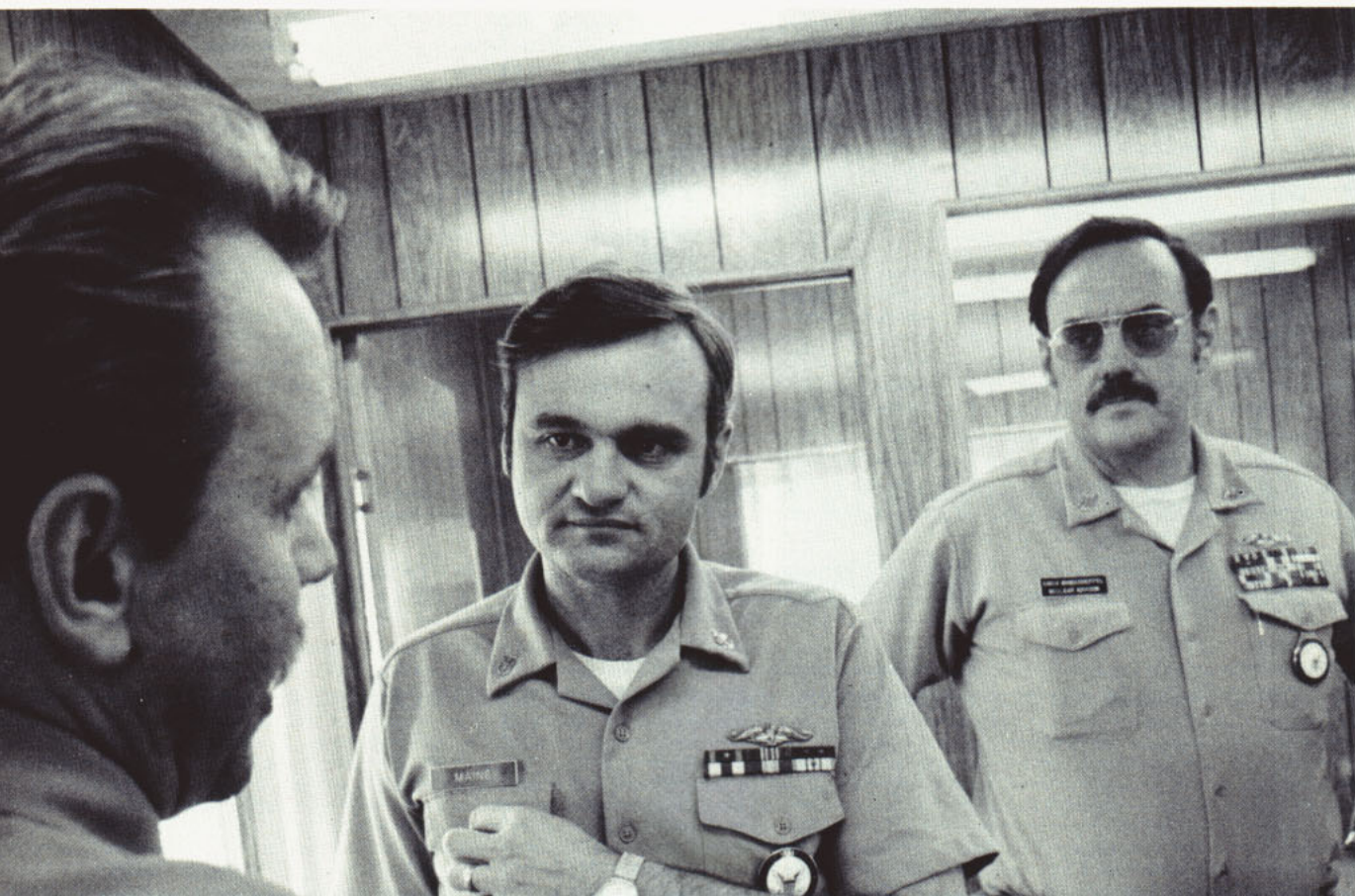
Master Chief Windscheffel also points out the "responsibility that goes with being a nuclear-trained sailor in today's Navy as an additional incentive. The submarine force is considered by many to be the backbone of all our armed forces. Nuclear missile submarines are the principal deterrent for our national

on this point. Dickson is an intense, serious man, enthusiastic about his work. He serves as the counselor for COMSUBRON Three, which consists of nine submarines and one tender.

Says Dickson, "It's not a matter of waiting until a guy completes four years in the Navy, then saying to him, 'All right, now you're getting close to being a civilian, we're going to treat you right and we're going to reenlist you.'"

Dickson said that on any submarine or ship with a high reenlistment rate, the high rate is due to the cumulative effect of the way the ship has treated its people in the past.

"There are many things that make a guy want to



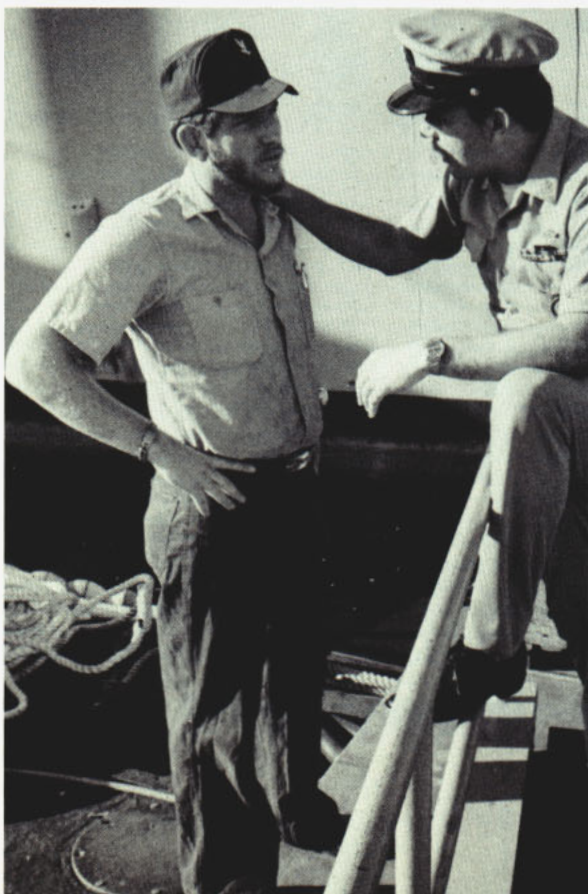
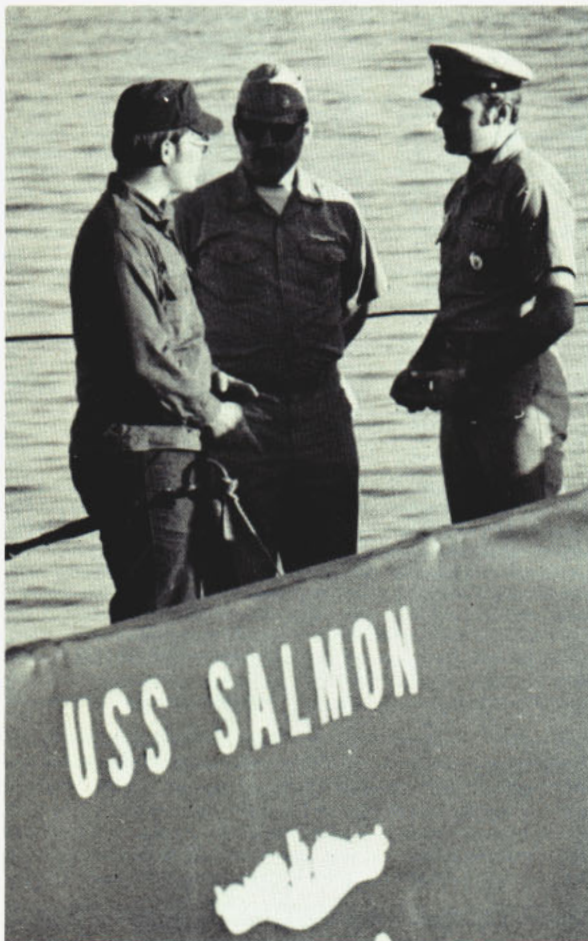
defense.

"But reenlistment is not our only goal," he says. "We try to make the sailors we meet feel wanted. What has proved most effective for submarines in the San Diego area is the team concept of the ship's captain, executive officer, and career counselor working together to understand and help solve the personnel problems."

"I think there is more than one reason why we have a high reenlistment rate," he adds. "It's not just because we have good career counseling. A career counselor is not a ship-over petty officer."

EMCS (SS) Dave Dickson is very much in agreement

Above: Career counselors (left to right) MMCS (SS) Dave Dickson, ICCS (SS) Henry Maine, and EMCM (SS) Gerhard Windscheffel work closely together. **Facing page top:** ICC (SS) Maine's job as a career counselor often calls for personal visits, in this case with STS3 Glenn Hinkle and FTGC (SS) Tony D. Hammer. **Facing page bottom:** Senior Chief Dickson advises MM3 Harry Nuce, a USS Sculpin crewman.



reenlist, and I don't think that these things are impressed upon that guy during his last 90 days of service. It is what he has seen during his entire first enlistment."

Emphasized by Senior Chief Dickson was the need to make Navy personnel aware of special programs designed to help them. He cited an example: "Submarine Squadron Three—from the commodore right down the line—is a big believer in the Human Goals Program. It's really carried out. If an enlisted man has a problem, or puts in a chit, he won't have to wait nine months for them to act on it. That's what it's all about."

Senior Chief Dickson has been a COMSUBRON Three counselor for six months and he faces two and one-half more years of duty—and he enjoys it.

"Evidently," he said, "I do like people."

ICCS (SS) Henry Maine works directly for Commander Submarine Group Five, Rear Admiral John G. Williams.

"It's both challenging and fun when you work with people, when people have a problem and you can tell them how to solve it," said Senior Chief Maine. "The Navy's reenlistment benefits program is so complex now that you have to be sure that you don't mess them up with the selective reenlistment bonus, or make a mistake that would cause them to lose money, or reenlist at the wrong time. The results," he said, "can be disastrous."

"For example, we saved a guy \$300 when we counseled him to wait until the first of the month before shipping over, thus preventing him from losing one month of SRB pay."

Maine went on to say that a career counselor has to listen to and understand each problem as it is put before him. The career counselor's job is a job where every detail is important, when dealing with people's futures.

Senior Chiefs Maine and Dickson, along with Master Chief Windscheffel, maintain a close working relationship with BuPers detailers.

"We can talk the same language as the detailer," said Chief Maine, "so we don't waste his time. I have a squawk box connected to the phone on my desk and I use it, with the man I'm representing present, when I am discussing his questions with the detailer. In this way the information provided by the detailer is completely understood."

"Detailers are very cooperative, although they are in that office many hours of the day and the phones are always ringing. It's a very tough job."

Chief Maine cited two reasons why Dickson, Windscheffel and he have had effective results. "We keep up on what benefits are available in any way that we can. The only thing that keeps a career counselor effective is the support he gets from BuPers and from his command. Those are the two big factors. In our case, it is the cooperation we receive from all the commands we work with, which is excellent."

And what about the future? "One hundred per cent retention," he answered. "That's what I'd like to see."

—Story and photos by PH2 Douglas Cunningham, USN.

In Today's World : A Continuing Need For

EXPERTISE IN



MINE WARFARE



The art of mine warfare has recently reemerged as an essential adjunct to both military and political operations. In this day, when nuclear holocaust is a constant threat to the world, mine warfare has become an acceptable—yet limited—method of waging war.

More and more nations have realized that mine warfare may be used as a method of attrition against enemy shipping, an antisubmarine warfare weapon, a mercantile blockade, and an integral part of amphibious assault operations. The lengthy and extremely successful harbor mining campaign in the Vietnam War sufficiently demonstrated the value of this versatile weapon system. Without these minefields, U. S. negotiations for the release of prisoners of war could well have been extended for months.

The equally successful "End Sweep" operation to remove these mines further established the necessity of mine warfare expertise in the U. S. Navy.

Recent minesweeping operations in the Suez Canal have also provided dramatic proof that the U. S. Mine Warfare Force is capable and prepared to assume worldwide mine warfare commitments.

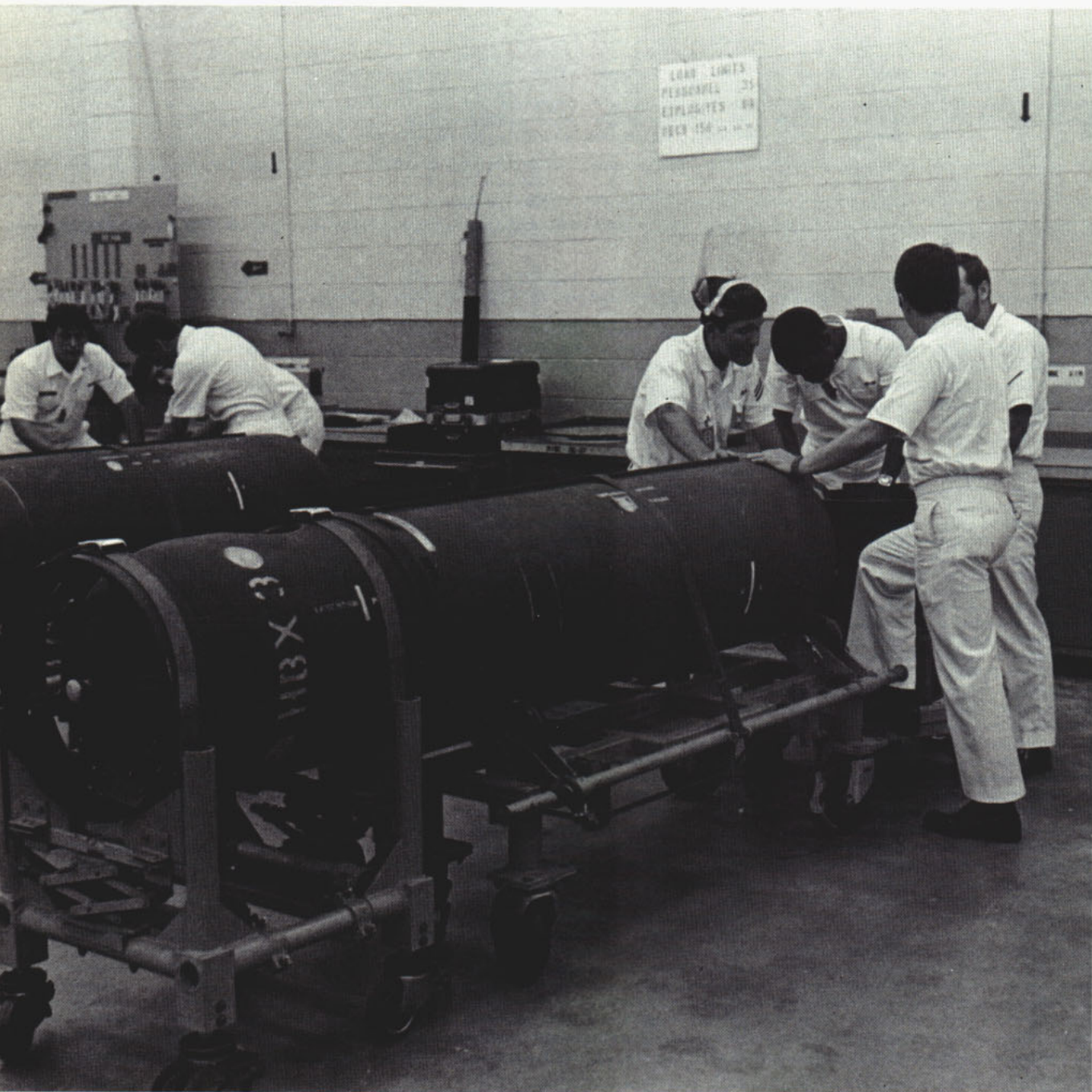
Expertise in sea mine strategy has generally been the exclusive province of a small, close-knit community of dedicated officers and men. Knowledge of various phases of mining and mine countermeasures exists in billets scattered throughout the fleet, in such areas as:

- Attack squadrons practice mining drops.
- Submarines execute fleet mine tests.
- Amphibious ships act as mobile platforms for helicopter minesweepers.
- Designated mine warfare ships continuously train in mine countermeasures exercises.
- Highly trained minemen (MNs) serve at naval ammunition depots, magazines, and pre-positioned mine sites around the world.

Primary source of all this expertise is the Fleet and Mine Warfare Training Center (FLEMINWARTRACEN) at the Naval Base, Charleston, S. C. This command represents the largest source of mine warfare training in the free world and is the only Navy training facility where formal mine warfare training is offered.

At the training center, instruction is given in all phases of mine warfare including minefield planning, tactics, technical and operational aspects of mines and mine countermeasures equipment, and logistics and

Above: An assembled mine is checked for leaks.



administrative requirements. Specialized aviation, surface and submarine mine warfare instruction is offered for selected officer and enlisted personnel as part of other training in mine maintenance, material and operational details of mine warfare, surface and airborne countermeasures, ranging and deperming, electrical systems and minehunting sonar systems.

The Mineman Class "A" School, conducted at the Charleston center, provides prospective mineman stu-

Above: Students in "A" Mineman school assemble an anchor to a MK 57 mine. **Facing page:** Brazilian students in the Minewarfare Staff Officer Course, with their instructor, LT. R. Lessmann, USN (left to right), CDR Rogerio, CDR Goulart, CDR Cardozo and CDR Serqueira.

dents with a basic background in assembly, test, and preparation of naval mines.

Areas of instruction covered are:

- Basic theory, operating principles, classification systems, and general capabilities and limitations of U. S. nonservice and service mines.

- Practical experience at testing mine accessories.
- Assembling and disassembling U. S. nonservice and service mines.

- Minor maintenance of mines and mine components.

- Correct use and care of test sets and tools.

- Safety practices and procedures along with mine assembly discipline.

- Ammunition handling and stowage.

Mineman petty officers are also offered advance training which goes into more depth than the "A" course. This course (Mineman Advanced Training) extends into areas only previewed in "A" School. Trainees are taught modular and special mines, trouble-shooting techniques, repair and calibration procedures on test equipment and administration and logistics procedures necessary to efficiently run a mines shop.

Personnel destined for mine warfare-related duty, whether surface or air, rotate through intensive indoctrination courses to prepare them for their demanding assignments. The techniques are new to almost every student regardless of his rank or seniority. It is also at FLEMINWARTRACEN that aviation attack and patrol pilots learn basics in minefield planning.

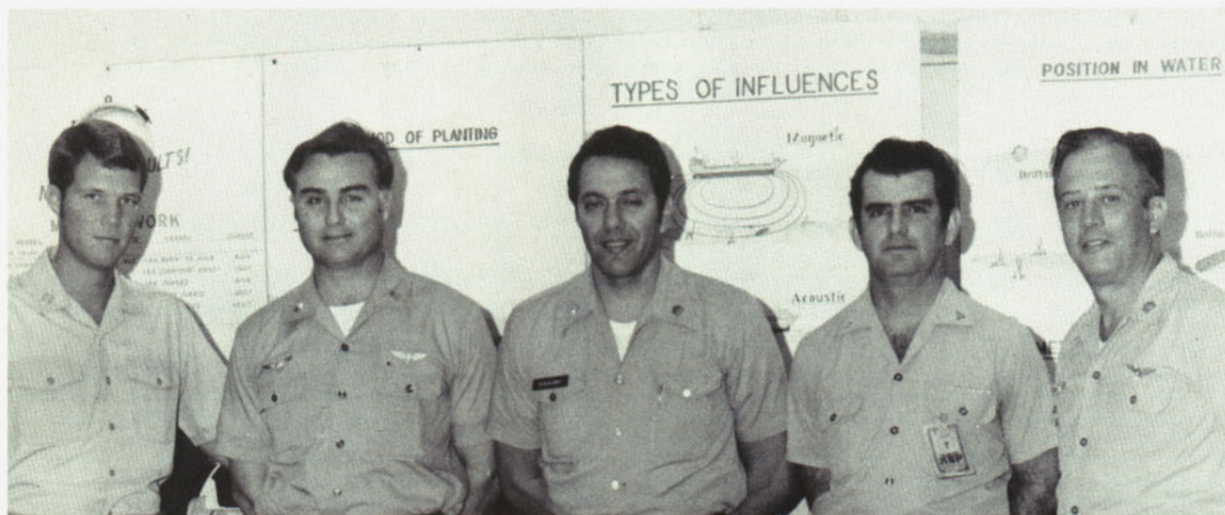
Special "road shows" (mobile training teams) also

Most lengthy course offered is the mine warfare staff officers' course. This 20-week course of intensive academic and practical work is an in-depth study of the art and science of mine warfare. Graduates of the course, when awarded their Navy officer billet code of 9064, are fully conversant by then with all the facets of sea mines as individual weapons and weapon systems, minefield planning and mine countermeasures tactics and equipments.

In addition to traditional classroom and laboratory work, students function as members of teams solving hypothetical mining and mine countermeasures problems, using real world scenarios. Additionally, individual outside research on original term papers is required before course completion.

Upon graduation, students may be ordered to duty as planners on a major staff, CO/XO or other designated billets in a mine warfare force unit, in an overseas billet, or any job where the mission and tasks of the Navy require a resident mine warfare expert. In the near future, a highly sophisticated, computerized mine warfare tactical trainer will be installed in the center, affording a major increase in the quality and realism of training available.

With mine warfare rapidly becoming one of the most universally acceptable methods of limited warfare, many foreign governments have expressed a need and interest in building a well trained mine force.



bring the classroom to a squadron on a periodic basis. This program has been particularly instrumental in generating mining interest in the aviation Navy.

Special mobile training teams also extend the Training Center's expertise to fleet units, including Reserve minesweepers having difficulty sparing personnel for school training. Selected instructors package a short training curriculum, complete with films, publications and the latest developments in the mine warfare community and travel to various east coast locations to present special training requested.

During the past three years FLEMINWARTRACEN has trained personnel—both military and civilian—from Brazil, Japan, Turkey, Australia, England, West Germany, Canada, and 20 other nations as well. By sharing mine warfare knowledge and expertise the Navy is strengthening the bonds with the allies of the U. S., helping to ensure the safety and preservation of the free world.

—Story by LTJG G. W. Stahl

Project Handclasp Delivery Stopover In Indonesia

For all people, Christmas occurs the same day each year, but to the islanders on Ambon in Southern Indonesia, the holiday came at a different time this past year.

Thanks to the generosity of Americans of goodwill and the U. S. Navy, there were brighter spirits and more laughter on the island, located 1300 miles northeast of Djakarta, Indonesia's capital.

Ringin in the special Yuletide season was Commander Richard D. Milligan, skipper of the 4100-ton destroyer escort USS *Whipple* (DE 1062) and the 261 officers and men of the West Coast ship. They delivered a bonanza of Project Handclasp materials to the quiet island of some 10,000 inhabitants.

Project Handclasp comes under the umbrella of Navy Handclasp. It's a worldwide endeavor by organizations, companies and concerned individuals in the United States to aid people in foreign lands by donating clothing, sporting goods, and medical and school supplies.

Handclasp materials are delivered at no cost by U. S. Navy ships on a space available basis to a designated country where they are distributed by U. S. Navy per-

sonnel. The program is designed to foster mutual respect and understanding through a direct people-to-people line of communication.

This particular mission to Ambon began early last summer when *Whipple's* weapons officer, Lieutenant Lawrence V. Fairchild, contacted the West Coast director of Project Handclasp in San Diego and volunteered for a Handclasp mission. Commander M. C. Tevelson, the director, immediately swung into action.

"He handled all the arrangements," said LT Fairchild, "and really got things rolling. He made sure that all of the material was shipped and awaiting our arrival at Subic Bay in the Republic of the Philippines in late October.

"Although the idea originated on *Whipple*, CDR Tevelson really took the ball and ran with it," added Fairchild.

CDR Milligan recalled the brief stop at Subic to pick up the material. "We planned to be in Subic for three days to give ourselves ample time to get everything ready for the trip, but a typhoon sure messed things up. On our second day there, we were told to leave



Facing page: USS Whipple. Below: Curious villagers await USS Whipple's arrival. Right: Eager Indonesian children wait to board Whipple for open house.



that night to avoid the rapidly approaching storm.

"We really had some anxious moments because half of the crew was on liberty and we were only half finished loading the Project Handclasp supplies."

Reacting in the manner of destroyer sailors, *Whipplemen* quickly had all the Project Handclasp cargo lashed down before the dark clouds of the typhoon settled in over the harbor.

En route to Ambon, the day's chores were interrupted by King Neptune and the traditional ceremony of "Crossing the Line" which was celebrated by all hands.

After a four-day journey, *Whipple* sighted Ambon; this marked the first time that a U. S. Navy ship had

entered that harbor since World War II. Along the shoreline could be seen hundreds of children running from their bamboo huts to wave and stare at the sleek, gray vessel and her crew standing in formation. Small boats moved into the harbor to chance a closer view of the ship.

As *Whipple* moved to the dock, hundreds of villagers crowded onto the pier and shouted greetings to the visiting ship and her crew. As soon as the brow was over, many of the local dignitaries came up the gangway to greet the Americans. Meanwhile, *Whipplemen* set about making the Project Handclasp material ready to be transported and distributed while working with their Indonesian Navy counterparts.

The new few days were spent participating in sports events, conducting tours of the ship, visiting orphanages, constructing a playground, passing out smaller packages of Handclasp materials, and generally getting to know the people.

Utilitiesman 2nd David Phillips of the Subic Bay-based Construction Battalion Maintenance Unit 302, who was aboard *Whipple*, said, "Working on the playground for the kids was the most rewarding part of the trip. We got a real warm feeling seeing all of those smiling faces after we completed the playground."

Another Seabee, Utilitiesman Constructionman Apprentice Gene Evans added, "Another thing that made us feel good was working with the Indonesian sailors. We worked side by side and felt that we were doing a little to help build friendship between our two countries."

The two Seabees assembled a jungle gym set, erected a basketball goal, built a large swing set, and strung a volleyball net.

For the rest of the Navy visitors, Ambon was a pleasant respite from the busy cities of the Orient. U. S. Navy men were literally surrounded by hundreds of children. Often adults would stop to say hello or just listen to their strange new friends from across the sea.

On the last night of the visit, the Indonesian Naval Base sponsored a picnic for the crew. Afterwards, many of the newly found Indonesian friends dropped by the ship to offer their thanks and say goodbye.



SARATOGA



From left to right: Tugs from U. S. Naval Station Rota and commercial port of Cadiz assist Saratoga into her tight berth. Senior Chief Boatswain's Mate Gerald Goeden, senior harbor pilot for the naval station keeps a watchful eye as he "parks" Saratoga, the largest ship ever to enter the Rota port. Passing through the Rota breakwater, the aircraft carrier is slowly backed into the harbor. Friends and relatives of crewmen wait on the pier at the naval station.

If you ask people in Rota, Spain, the old question of how model ships get into bottles, they probably will tell you "very carefully." But the ship they will be talking about isn't a model; she's the 1040-foot aircraft carrier USS *Saratoga* (CV 60). She wasn't put into a bottle, but was guided ever so carefully into a pier-side berth at Rota.

Normally a ship the size of *Saratoga* would anchor in the outer harbor of this Atlantic port, but this visit wasn't a normal one. A vital piece of aircraft navigational equipment had an inoperable antenna and Rota is one of few European ports with a crane large enough to change the antenna. Thus began a most delicate shiphandling exercise.

Planned and carried out by three Rota chief petty officers, the more-than-four-hour operation made *Saratoga* the largest ship ever to moor at a Rota pier. The record was previously held by USS *Intrepid* (CVS 11).



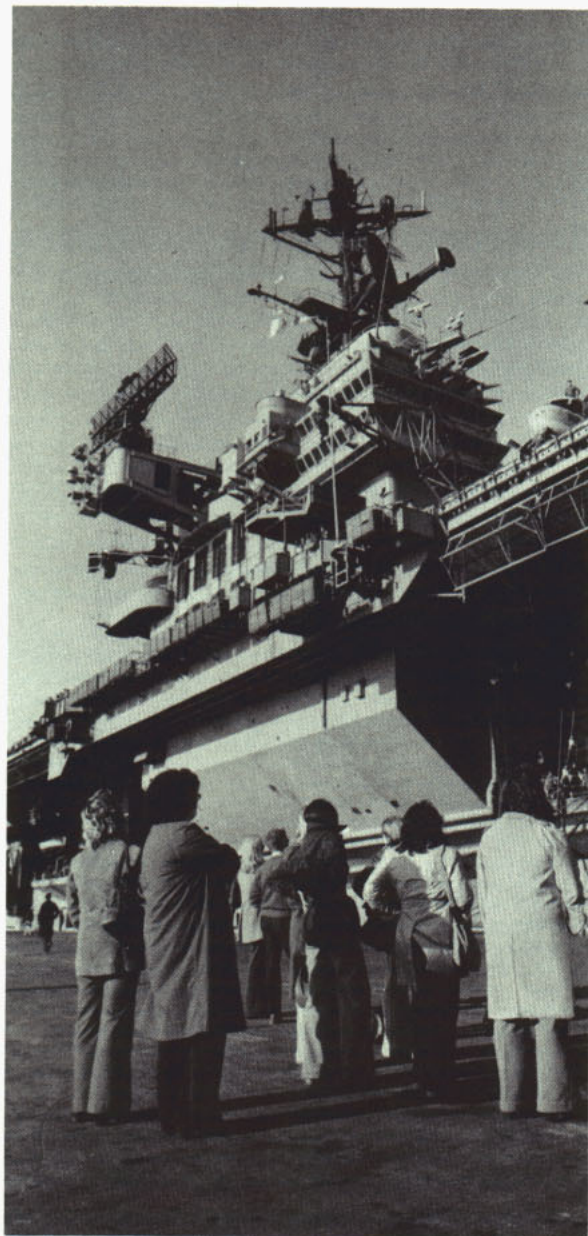
VISITS ROTA

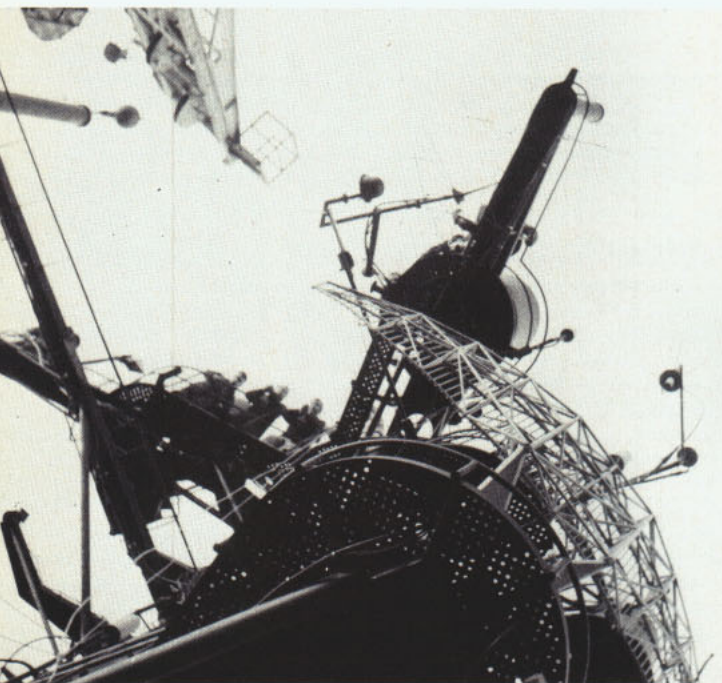
The Navy harbor pilots responsible for this feat were Senior Chief Boatswain's Mate Gerald Goeden, Chief Boatswain's Mate Benny White and Chief Quartermaster William Melay.

Representing a group of 35 pilots at Rota, these men are on hand to provide information and service in the harbor. Because of their extra training, these pilots take the conn of about 90 per cent of all ships entering Rota for the first time and *Saratoga* was no exception.

Captain Robert F. Dunn, skipper of the 19-year-old carrier, yielded the conn to Senior Chief Goeden when Rota's Navy tug force met the ship outside the harbor. Augmented by three civilian tugs, the force slowly turned *Saratoga* until she was headed stern first into the harbor. This was done so that the antenna in need of replacement would be within reach of the crane.

Once through the breakwater, the carrier was turned again and backed into her berth at about two or three





knots. At one point, *Sara* passed within 40 yards of the submarine tender USS *Simon Lake* (AS 33). According to pilot Goeden, this was one of the most critical parts of the operation. "It doesn't take long for a ship the size of *Saratoga* to eat up 100 feet if she gets out of hand," he said.

There were two other problems associated with bringing *Sara* into Rota—wind conditions and water depth. In this maneuver, wind was critical because it was blowing directly against one side of *Saratoga* at about 10 knots. The last major problem—depth of the water—was so critical that the ship was brought in on the rising tide. At low tide, there would be only a few feet of water between *Sara's* keel and the harbor bottom. If the ship had to use her own power to any extent, there would be danger that the powerful screws would set the ship on the mud bottom.

However, no problems occurred during this intricate mooring task and the ship was soon berthed. Within an hour after the first line went over to the pier, work had begun on the antenna.

Clinging 184 feet above the water, electronics technicians from *Saratoga*, aided by Navy and civilian tech-

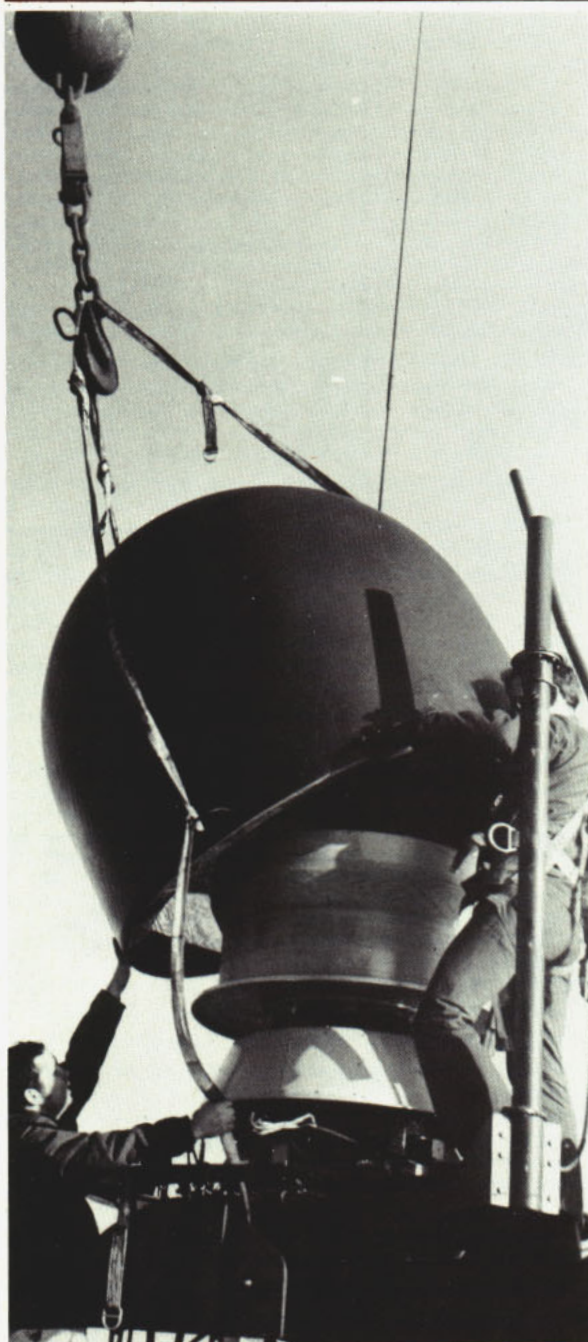




nicians flown in from the United States, began loosening bolts and connectors and attached a special sling to the antenna. Work continued through the night and by midmorning the following day the new antenna was in place. Additional work to preserve the antenna connectors, bolts and align the unit added to the 140 manhours exerted in this rush job.

With the task completed and votes of appreciation extended by *Saratoga's* commanding officer, the ship left Rota for assigned operations.

Facing page top: Navy and civilian technicians replace an inoperable tactical air navigation radio antenna. Facing page bottom: A lifting device was necessary to lift the 432-pound antenna from the masthead, lower it to the pier, and lift the replacement antenna into place. Above: By working through the night, the technicians finally replaced the antenna. Right: The dome is lifted off the TACAN antenna and lowered to the pier.





WHAT'S TONIGHT'S MOVIE?

NAVY MOTION PICTURE SERVICE

Tucked away in a corner of the outermost reaches of the Old Brooklyn Navy Yard complex is a neat little building with a large sign out front proudly announcing to the world or anyone who cares, that here is the Navy Motion Picture Service providing *Films for the Fleet*.

While the corner building on Williamsburg Road and Flushing Avenue in Brooklyn, New York, overlooking the Brooklyn Queens Expressway with its busy traffic is hardly the crossroads of the world, it nevertheless houses a dynamic activity that is the center of a worldwide Navy Motion Picture Service. Wherever on the globe a Navy, Coast Guard or Military Sealift Command ship is operating, one or more movies originating from this small compound can be found. The same goes for any Navy, Marine Corps or Coast Guard shore activity anywhere in the world.

Everywhere, the "movie for tonight" originates in Brooklyn.

How did this all come about? Well, some time about 1919 when entertainment feature movies were silent and still in their infancy, the Navy established a motion picture service in the Brooklyn Navy Yard—not far from its present location—to procure and distribute this increasingly popular form of entertainment fare for its Navy and Marine Corps personnel.

That was more than half a century ago. The New York area was chosen as the site because it was then not only a film production center but also where the business end of the movie business was conducted. When movie industry production moved to Hollywood, the business end and its executive sales offices remained in New York.

For the most part, this is true of the major motion picture companies today, except that Hollywood is no longer the feature picture production center. Movies are shot all over the world today, and cities big and small and rural areas anywhere are now used to give realism and the "you are there" look to the telling of the story. All this is why the Navy Motion Picture Service remains in Brooklyn, carrying on its tradition of getting the latest and best in entertainment films for our people.

As for tradition—the historical pictures of the Navy

Motion Picture Service on these pages point up the start of that tradition, and the pride the Navy Motion Picture Service has taken in its work from the very beginning.

Who is that actress in the photo? It is rumored by some that she is Estelle Taylor. If true, then she would be the one who later married Jack Dempsey prior to his first heavyweight championship title match with Gene Tunney in 1926.

The job of the Navy Motion Picture Service, as part of the Navy Special Services Administrative Activity, is to provide a worldwide motion picture service through the procurement and distribution of the most entertaining feature picture and short subject films available. This is accomplished through annual contracts with all the major, minor and independent movie producers and distributors.

These contracts give the Navy access to all their film production at a price to be negotiated (within a range of about eight different price categories). There is a lot of legal hodgepodge in these contracts since movies are copyright matter and the companies won't sell them outright.

The Navy gets a long-term lease (currently three years) and must return or account for all prints (copies) at the end of the lease. Restrictions are included with respect to the audience allowed to view the movies (primarily military and their dependents), to the places of exhibition (primarily shipboard and at theatrical facilities on Navy, Marine Corps or Coast Guard stations ashore, and to the accounting for attendance at exhibitions ashore.

Violations of these restrictions can be serious business, since they can mean not only breach of contract by Navy but copyright violation as well. Unauthorized use, theft or copying of these film prints can result in serious criminal penalties for the offenders.

- A word to the wise—these films do not belong to the Navy. They must move around during the lease period to realize their cost. Above all, do not hoard them, fail to report them, or fail to turn them in when recalled at the end of the lease period.

All these spell out critical tasks for the Navy Motion Picture Service and result in its requirements for per-



sonnel staffing, computers, extensive telephone communications and endless correspondence and paperwork in contract administration.

An ALL HANDS visit to the Brooklyn site gleaned some interesting facts.

- The Navy Motion Picture Service tries to get 208 new feature movies each year—in order to provide four different new movies each week.

- This goal has become increasingly tough to meet as the quality entertainment movie output has been declining in recent years.

- Current procurement involves 45 copies of each movie so that there is a *circulating inventory of about 36,000 movie prints* consisting of about 800 different feature picture titles. This makes for busy computer time to account for this tremendous inventory.

- The films you see aboard ship are free, but remember, movies cost money. The movie industry does not give away its product free to the Navy and contract negotiations are lengthy as well.

- Of the 50-cent admission fee charged ashore, the local command retains 22½ cents for operating expenses and sends the Navy Motion Picture Service 27½ cents to help defray the cost of procuring the movies.

Commander William H. Higgins, USN, is the officer in charge of the Navy Special Services Administrative Activity, and Mr. Jesse Marks is the civilian director of the Navy Motion Picture Service. A field office is maintained in Norfolk, Va., where a Fleet and overseas theater distribution manager plus an Eastern Area CONUS distribution manager expedite the flow and movement of the film prints along their scheduled paths.

Another field office is maintained in San Francisco where a manager performs similar duties covering Western CONUS and Hawaii. In addition to the five people heading these offices there are approximately 50 employees in these offices to perform the workload involved in building and maintaining that huge world-



wide circulating inventory of films for the Fleet and shore installations.

To assist the Navy Motion Picture Service in its task of reaching out to its scattered clientele, there are some 23 motion picture exchanges located worldwide, where fleet concentrations exist. They are under the technical direction of the Navy Motion Picture Service but are staffed by and under the direct control of the respective station commanders which support them. These Exchanges are the distribution arms of the Navy Motion Picture Service since they are the repositories and circulating film libraries for Navy entertainment movies. They also serve to police the system, and help maintain the films in good repair.

Just to keep films in good repair, it cost the Navy Motion Picture Service about \$120,000 last year.

While chewing over all these facts, ALL HANDS thought it would be a good idea to ask CDR Higgins and Mr. Marks the *what, how and why* involved in the selection of the gems that daily and nightly light up our movie screens. As soon as the question was asked, CDR Higgins, a 1957 Annapolis graduate, and Mr. Marks, a lawyer-contract specialist with 29 years at the Navy Motion Picture Service looked at each other and smiled. No doubt the question had been anticipated—it was old stuff to these grizzled veterans of the movie wars. There was no wavering.

It seems that these two are the ones who select the movies that either plague or delight you.

They look at about 350 feature movies each year and if they find 208 good quality entertaining movies for the year, that means they reject at least 40 per cent of what they see. Don't envy them their task. They have to look at everything offered—otherwise, they can be accused of favoritism or unfair discrimination.

In between this bug-eyeing routine (or is it eye-bug-ging?) there are a constant series of telephone calls to answer, mountains of correspondence to get out, con-

tracts to negotiate, prepare and issue, price dickering and a million and one other details. Exposed to such a variety of movie fare, these two officials most certainly need to be unemotional and objective in their appraisal.

The prime concern in selection is whether the picture will be entertaining for Navy, Marine and Coast Guard audiences. If they agree it is, they then enter into price negotiations which can often be a hassle. They do have guidelines for movie selection, which are contained in BuPers Instruction 5728.1A. If they see a movie and have a reasonable doubt regarding its acceptability in accordance with these guidelines, the movie is referred for screening to a BuPers screening committee for a decision. However, these two seem to know their job pretty well since their BuPers referrals amount to less than one per cent of the films submitted.

Here are some other interesting facts from our notebook:

- There are no prohibitions on the procurement of any rated films. Selections can even include X-rated movies if they meet the guidelines.

- "G" movies represent a small percentage, about 18 per cent of current movie output. "R" rated movies approach 40 per cent of the current output, and the in-between PG rating amounts to about 30 per cent.

- The Navy Motion Picture Service catches plenty of flack from viewers—those who want to see more "G" movies, those who want to see more "R" movies, and those who don't like particular movies. They never hear about the good ones, they only get the complaints. Somehow the fact is lost that the Navy Motion Picture Service does not *make* the movies—they only can *select* from the best movies available. (They really and truly try.)

- Movies are selected just as they are shown in commercial theaters. There is no cutting, censoring or alteration of any kind by the Navy Motion Picture Service. A word of warning—anyone who snips out some of the so-called juicy clips of current movies and hoards them is not only interfering with the entertainment value for others who want to see the whole movie, he is also committing a copyright offense. "Nuff said."

- Some other things about movies in general. It seems that the greatest percentage of steady movie goers are in the 18 to 30 age group. Therefore, the movie-makers, who as businessmen are after the most dollar return, pitch their movie content to appeal to that age group. Many of our sailors and Marines fall into that age category.

CDR Higgins and Lawyer Marks made another point worth noting: *No one movie can appeal to everybody.* Movie tastes vary with each individual, depending upon his home background, environmental background, religious training and general education. However, every



Facing top page: Classroom in the School for Motion Picture Operators, New York Navy Yard, 1920. Facing page middle: Silent movie star Estelle Taylor with naval officers. Facing page bottom left: Main office of the Motion Picture Exchange in New York Navy Yard about 1920. Facing page bottom right: Turn-in room at the Motion Picture Exchange, 1947, New York Navy Yard. Left: Instructor at Navy Training School for Sound Motion Picture Technicians gives lecture to students in the school's projection room.

movie made can satisfy the entertainment requirements of some if not all individuals.

In summing up this entire question CDR Higgins and the NMPS Director pointed to the following paragraph from a soon-to-be-published manual covering the Navy Motion Picture Service.

"Entertainment motion pictures reflect in their content the mood, customs, and culture of the times as they relate to average filmgoers in the U. S., who are mainly in the 18 to 30 age group. No film will satisfy everybody's taste in movie fare. Many films which are rated poorly by the professional critics go on to become highly popular box-office successes. Box-office bonanzas are what every U. S. film producer is reaching for as a means of recouping and profiting on his investment. American filmgoers want to see the most popular movies, even though today's standards in movie productions for the most part embrace nudity in whole or in part as commonplace, include profanity as a matter of course, and in telling it 'how it is' often condone unlawful acts and make heroes out of anti-heroes. Themes, stories and plots may outrage many, but nevertheless are successful in appealing to the average young American filmgoer. Accordingly, and in that context, the Navy Motion Picture Service endeavors to select the latest and best in entertainment films which appear on commercial theater screens throughout the United States."

It is soon apparent that these two NMPS officials are not narrow or strictly parochial in fulfilling their job requirements. Both wax enthusiastic about the variety of film "produce" that has been incorporated in the motion picture program.

● In addition to the usual feature pictures and short subjects (although the cartoon is rapidly disappearing from theatrical production), they talked about the NFL Game of the Week, Pro Highlights and Post-Season football games that have been distributed, the fight films

they managed to get at reasonable prices, and whatever other sports films have been made available.

● They are now in the process of concluding a deal with the National Hockey League to distribute copies of the NHL "Game of the Week" plus "The Stanley Cup" show.

● There is an ongoing project to procure more classic films to satisfy the film buffs who dote on movie lore.

● Their present library contains a few silents as well as a number of the greats of the "30s" and "40s". More are coming.

● The kiddies (dependents) are also not overlooked. There are quite a number of cartoon shows available as well as some 144 feature titles, tied together with 12 serials of 12 chapters each.

● Particularly high on their list is a new project they are undertaking to fit in with the upcoming Bicentennial. They are scouring film catalogues to line up a program group of feature pictures, past and present, which deal with a phase or significant episode in the history of the U. S. They expect that this addition to their library will prove to be very popular. They will publicize the titles to be available on request as soon as this procurement program is completed.

The Navy Motion Picture Service would like to reach everybody. It wants to be responsive to the entertainment requirements of all on a person-to-person basis consistent with its budget. There is a sincere desire to please everybody and in that context NMPS invites suggestions from all those who partake in the program. It knows that to the sailor aboard ship the movie is an essential morale factor.

This busy little place in Brooklyn knows what it is about. If effort, devotion and industry are essential for success, the Navy Motion Picture Service is a successful operation.

So, *Lights Out — Switch on the projector — and, Let's Get On With The Show.*

Below: Jesse Marks, director of the Navy Motion Picture Service. Right: With the help of the Motion Picture Exchange station, theaters can present current movies at military rates. Facing page top: CDR W. H. Higgins, officer in charge of Navy Special Services Administrative Activity. Facing page bottom: The Motion Picture Exchange in Subic keeps some 13,000 prints in stock at any given time.





Latest Films Available to the Fleet

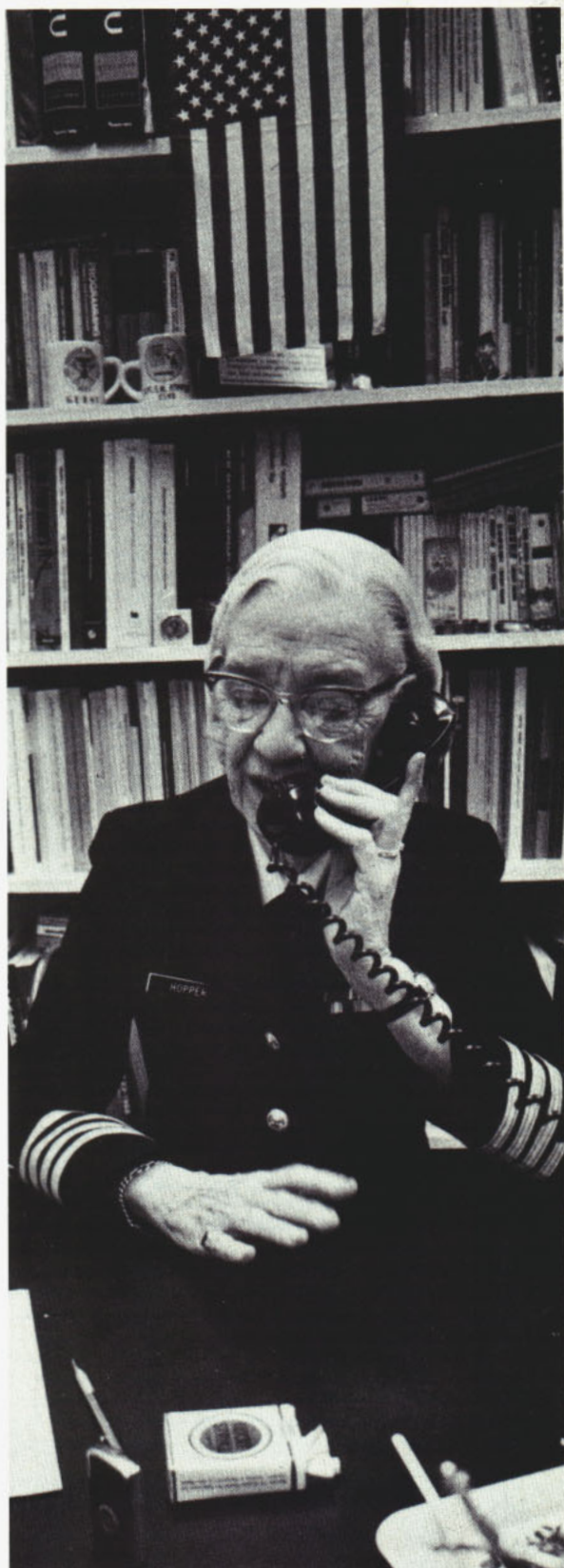
Here's a list of some 60 titles of the latest movies offered by the Navy Motion Picture Service for showing aboard ships and stations. They are listed in no particular order, but will give you an idea of the variety of films available to the Fleet.

- | | |
|--|---|
| Murder on the Orient Express | Buster and Billie |
| The Front Page | House of the Seven Corpses |
| That's Entertainment | Don't Turn the Other Cheek |
| Airport 75 | A Visit to the Chief's Son |
| The Longest Yard | The Gambler |
| Juggernaut | The Crazy World of Julius Vrooder |
| 99 and 44/100 Per Cent Dead | Open Season |
| Claudine | Home Bodies |
| The Taking of Pelham 123 | Big Bad Momma |
| 11 Harrow House | Law and Disorder |
| Tamarind Seed | The War Goddess |
| Lenny | The Trial of Billy Jack |
| Alice Doesn't Live Here Any More | California Split |
| Mysterious Island of Captain Nemo | Amazing Grace |
| 10 Little Indians | Alvin Purple |
| Black Samson | Bring Me the Head of Alfredo Garcia |
| The Abdication | Freebie and the Bean |
| Bootleggers | Not Now Darling |
| Born Losers | The Beast Must Die |
| Our Time | The Nickel Ride |
| The Girl From Petrovka | Odessa File |
| The Crypt of the Living Dead | Confessions of a Window Cleaner |
| Uptown Saturday Night | The Towering Inferno |
| Phase IV | Mr. Rico |
| Shanks | Rafferty and the Gold Dust Twins |
| Zandy's Bride | The Man With the Golden Gun |
| Golden Needles | The Little Prince |
| Mixed Company | Sheila Levine Is Dead and Living in New York |
| Badlands | Report to the Commissioner |
| The Dove | The Silent Stranger |
| The Mad Adventures of Rabbi Jacob | |
| Together Brothers | |
| Policewomen | |

The Lady is a Captain

SHE TEACHES COMPUTERS HOW TO TALK

Right: Captain Grace Hopper, Director of Programming Languages in the Office of the CNO.



"... On the wall by her desk is a clock that runs counterclockwise ... it is a constant reminder that just because something has always been done one way in the past doesn't mean it has to be done that way in the future ..."

Amid many well-known figures with offices along the Pentagon's seemingly endless corridors is a "little old lady" who has attained international stature and received every major award in the automatic data processing field. This 68-year-old lady, a Navy captain, has probably contributed more toward development of the electronic computer than anyone else of her sex. Grace Murray Hopper is unique in her field.

Perhaps her most significant contribution has been her work in developing programming languages. Shortly after World War II, she developed a concept of automatic programming with a compiling system which enables the computer to write its machine instructions from human-oriented language instructions. From this concept, she developed the first compiler system which later led to the widely used computer language, COBOL (COmmon Business Oriented Languages).

"Nobody believed it could be done," she remarked. "Yet it was so obvious. Why start from scratch with every single program you write? Develop one that would do a lot of the basic work over and over again for you.

"Developing a compiler was a logical move but in matters like this, you don't run against logic; you run against people who can't change their minds." CAPT Hopper finds this true even today.

Upon her recall to active duty in August 1967, she was assigned as director of programming languages in the Office of the Chief of Naval Operations. The task accompanying this job was to standardize the high-level computer languages and get the Navy as a whole to use them.

In accomplishing this, CAPT Hopper constantly has been confronted by someone saying, "But we've always done it this way."

Jesting, she says, "I'm going to shoot somebody for that some day;" then adds, "In the computer industry, with changes coming as fast as they do, and they're coming faster all the time, you just can't afford to have people saying that.

"But, it's only natural. Human beings hate change, they resist change and yet changes are all around them. You have to persuade them to move with the changes. And, too, they have a terrible tendency to base their future projections on what they did five years ago, instead of what they're going to be doing a year from now."

A reverse (counterclockwise) clock on the wall beside her desk is a constant reminder to CAPT Hopper and her associates that just because something has always been done one way in the past doesn't mean it has to

be done that way in the future.

In addition to being an author, a scientist, researcher, an educator and a naval officer, Miss Hopper is also a world traveler. Duties associated with her current assignment require that she travel more than 100,000 miles a year. So far, she has been in every state but one—Montana. When asked why not Montana, she replied, "They haven't invited me yet."

CAPT Hopper's lecturing tours have also taken her to Europe, Japan, Canada and countless other locations. Although this constitutes a very demanding schedule, Miss Hopper smiles and says, "I always get home weekends to wash my hair, wash my shirts and clean the house."

For computer pioneer Grace Murray Hopper, it's "Navy all the way." When asked why she chose a naval career, she becomes misty-eyed as she relates stories of a proud ancestry. She is a descendant of a Minute Man, an officer of the Pennsylvania line, a Civil War captain and her favorite, "the admiral," specifically, Rear Admiral Alexander Wilson Russell, her great-grandfather who served in the Civil War.

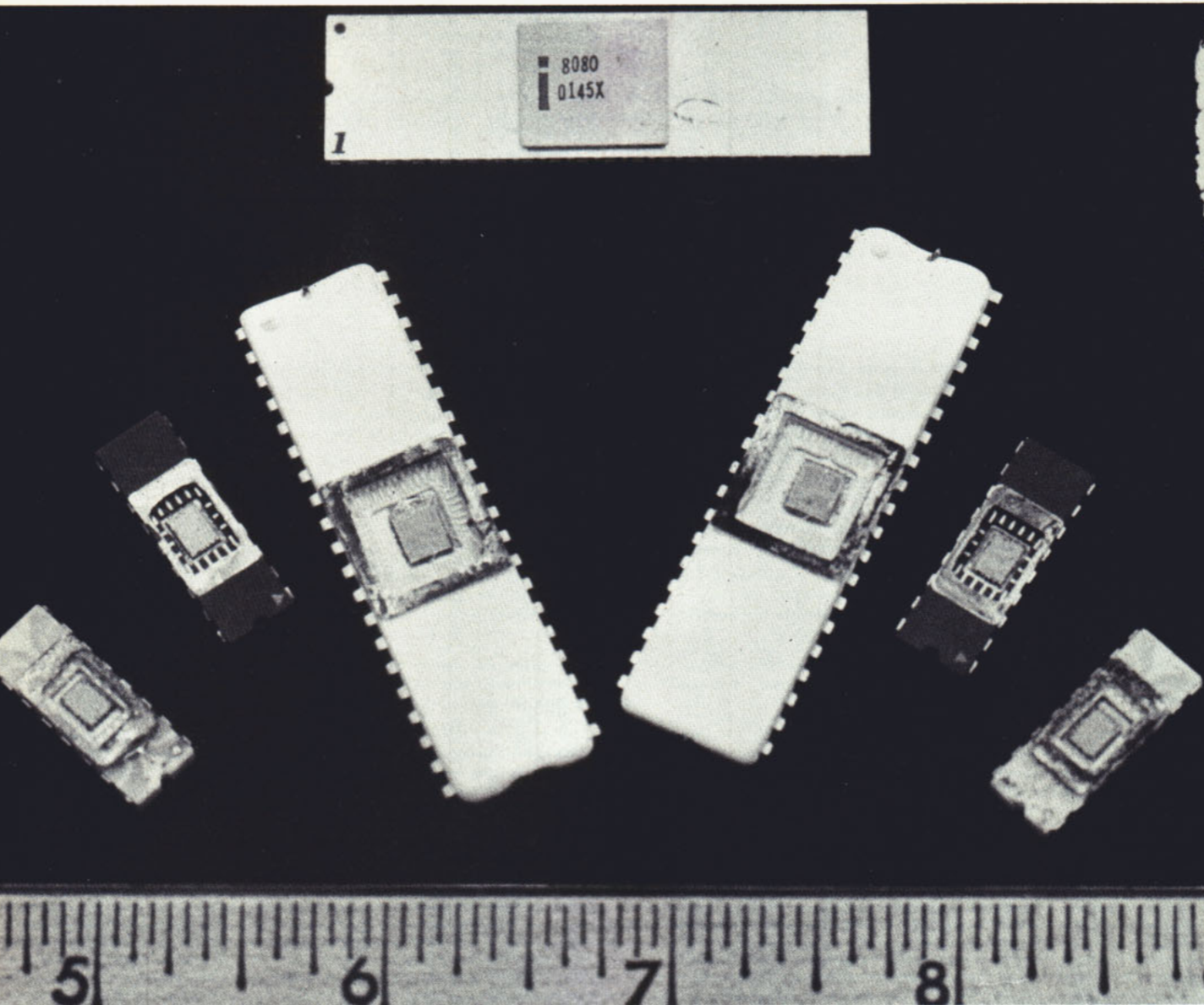
"I was about three years old when I first met him," recalls CAPT Hopper. "Although long retired, he was tall and straight, carried a black cane with a silver top on it and had white muttonchop whiskers which I had never seen before. He was a very impressive gentleman!"

Born 9 Dec 1906 in New York City, Miss Hopper claims Wolfeboro, N. H., as her hometown. "You can't call New York City a hometown," she exclaims. "From the time I was six months old, I spent all my summers in Wolfeboro. My grandfather, the Civil War captain in the New York State National Guard—the famous 7th Regiment—was the first to go to New Hampshire. He built a camp on the lake at Wolfeboro and as time went on, his children all built camps."

CAPT Hopper attended Vassar, graduating in 1928 with a degree in mathematics and physics, and grades high enough to earn a Phi Beta Kappa key and a Vassar College fellowship. With this fellowship, she then attended Yale University where she received her master's and doctor's degrees in 1930 and 1934, respectively. In addition, she was elected to Sigma Xi and received two Sterling scholarships.

"I had my degrees, but it was the Depression and there were no jobs, even for those with degrees. Vassar offered me a position teaching at \$800 a year and I jumped at it." Miss Hopper successively became instructor, assistant professor and associate professor before leaving in 1941 with a faculty fellowship to study

TEACHING COMPUTERS HOW TO TALK



at New York University. The Navy was to benefit.

In December 1943, she entered the Naval Reserve and attended USNR Midshipman's School-W at Northampton, Mass. Upon graduation, she was commissioned a lieutenant (jg) and ordered to the then Bureau of Ordnance computation project at Harvard. Here she learned to program the first large-scale digital computer, Mark I. "That was an impressive beast," recounts CAPT Hopper. "She was 51 feet long, eight feet high and five feet deep."

When the war was over, she joined the Harvard faculty as a research fellow in engineering sciences and applied physics at the computation laboratories where

Above: Microcomputers like these, already on board ship, have connections so narrow that they are measured in the number of atoms wide.

work continued on the Mark II and Mark III computers for the Navy. A lieutenant at that time, Miss Hopper had asked for a transfer to the regular Navy, but she was 40 years old and the cutoff age was 38. However, she maintained her close ties with the Naval Reserve until retirement in 1966 at the age of 60. Five years later, she retired from the UNIVAC Division of Sperry Rand Corp.

"I seem to do an awful lot of retiring, but I don't

think I will ever be able to really retire," says the mild-mannered captain. "I've always liked to work with either my head or my hands. I'm not content being a spectator."

That attitude, perhaps, somewhat explains why CAPT Hopper was willing to return to active duty in 1967 when the Navy extended her the call. A highlight of her current active service came on 2 Aug 1973, when she was promoted to the rank of captain. This promotion, made possible only following an act of Congress, marked the first time in history that an officer in the Naval Reserve was promoted to captain while on the retired list. The same ceremony saw Miss Hopper receive the Legion of Merit.

Her career includes a long line of "firsts," awards and other honors. She and her brother, whom she fondly refers to as a "renegade" because he served in the Army Air Corps during World War II, share some common awards. These include doctorate degrees, Phi Beta Kappa membership, holders of the Legion of Merit and mentions in "Who's Who."

For more than four decades, CAPT Hopper has been actively engaged in education. In addition to serving on the staffs of five universities, she has published more than 50 articles on automatic programming in the past 23 years.

In August 1971, at the 25th anniversary of the Association for Computing Machinery, UNIVAC initiated an annual award in CAPT Hopper's name. Consisting of \$1000 and a certificate, this award goes to the young man or woman who contributes the most to computer science.

According to CAPT Hopper, "The nice thing about this year's award (1974) is that it was given to George Baird, a young man who started here in my office seven years ago. He came in here as a DP3 in August 1967, fresh out of the programmer's school, then at Bainbridge, now at San Diego, and worked with us until he completed his enlistment." At that time, Baird became a federal employee, remained in the computer field, and today holds a GS-14 position.

Among the many vivid qualities which make up "the little old lady" in the Pentagon is a very pronounced and modern-day tendency to "tell it as it is," or at least the way she sees it. When asked her feelings about Navy women today and their efforts to get into all facets of Navy life, she began, "Well, you know, a lot of people have forgotten something. They've forgotten World War II. The Navy was the last to have women in the service. Now there's good reason for that. Historically, there's a tradition that women and black cats aboard ship are bad luck and that is probably true.

"Although the Navy was the last to accept women, when it did, it went all the way. And if you'll notice, our uniforms have always been the same as the men's uniforms. They don't look different like they do in the other services. When they accepted us, they accepted us completely.

"So, from day one in World War II, we were into everything, except going overseas, which Congress did

not permit at that time. We were given every opportunity. It was in the peacetime years in between, when there were not as many billets and the money was cut back, in '45 and '46, that the WAVES dropped back. And we're again in the same kind of period.

"To me, it feels just exactly like 1946 did. We're cutting back numbers of people, promotions and budgets, not that we're actually cutting budgets, but inflation is cutting them for us. So you've got the same thing happening.

"Now from my point of view, since I started back there in the beginning, I think it's the competition for promotions, for command and a stringent budget that make the girls feel like they're not getting as many chances, but I think they are. They're getting more chances in the Navy than they would in the outside world, and I've been out there too.

"As far as I'm concerned, I'm content. I think the Navy has done right by us.

"Now there are some of them pushing for command and that sort of thing, I guess, but I think until we have women brought up in a tradition of command, they're not ready for it. There's no tradition of women commanding things yet. There have to be several generations until the girls 'grow up' in the environment. I'm not sure we're ready for it."

CAPT Hopper thinks the chief mistake made thus far in development of the computer was the creation of a mystique around what "is just another tool, although the greatest tool." She commented, "We were so busy in the early days that we didn't take time to explain and a bad habit has turned into accepted practice." She continued, "It's the darnedest thing in the computer industry. You never know what it's going to do next. In just 30 years, we've gone from a \$3 million computer to a \$360 computer that has one thousand times the capacity."

When asked about changes or advancements coming in the computer industry, she remarked, "I think the biggest things are the mini- and micro-computers. They're going to change the whole way we run and operate computers, the way we train people, the things we can do and everything else."

She went on to explain that connections on a micro computer are so narrow that they are not measured in fractions of an inch, but in the number of atoms wide. She also said that micro-computers are already aboard ship. One aboard USS *Little Rock* processes the captain's messages.

In one of her many speaking engagements, CAPT Hopper closed by saying that she wanted to live until 1 Jan 2000.

"I have two reasons. The first is that the party on 31 Dec 1999, will be a New Year's Eve party to end all New Year's Eve parties. The second is that I want to point back to the early days of the computer and say to all the doubters, 'See? We told you the computer could do all that!' "

—Story by JO1 Ken Testorff
—Photos by PH1 Richard Pendergast

from the desk of the
**Master Chief Petty
Officer of the Navy**



Master Chief Petty Officer of the Navy John D. Whittet. Photo by PH1 Bert Wendell, Jr.

'Duty at Sea'

The Navy is more than ships at sea. But then again, we must never forget that the strength of the Navy lies in its ships, and ships must go to sea.

Sea duty, by its very nature, makes the Navy unique among the armed services. Only the Navy adds the requirement for extended periods at sea to the normal rigors of military life—and that requirement exists during peacetime as well as in time of war.

The mission of the Navy of the 1970s is dramatically different from what it was 199 years ago at our country's birth. No longer must we concern ourselves only with defending our shores or with isolated confrontations between our forces afloat and those of enemy fleets. Instead, we plan in terms of global strength. As a maritime nation, control of sea-lanes for commerce and communication is an absolute necessity. Without this assurance, the free flow of the materials needed to support our nation and the ability to supply our overseas military forces would be greatly endangered.

During a recent trip to the Panama Canal Zone, as I watched the multitude of vessels transit the canal, I was visually reminded of America's dependence on the sea. In order to maintain our balance of trade, we must be able to import and export goods and services to and from other nations. Therefore, in addition to national defense, one of the primary concerns of our Navy is to maintain free access to the seas to carry on this vital commerce.

In order to meet these challenges, the majority of naval personnel must, naturally, go to sea. At this time, approximately 60 per cent of the Navy's distributable personnel assets are assigned to sea duty billets.

Each of us connected with the Navy can probably remember the first time we visited and talked with a Navy recruiter. We gave full attention as the recruiter gave us the facts, as well as a few "sea stories" to whet our appetites for travel to foreign shores. If you were anything like me, you went home that night armed with Navy literature and dreaming of "salty" adventures and travel to faraway places. After all, didn't we all join the Navy to see the world?

No matter whether one joined the Navy in 1775 to serve against the Royal Navy or just three weeks ago, the desire for travel and adventure

has remained the same. For many people, going to sea is one of the greatest opportunities for high adventure and escape from the routines of shorebound living. While no Navy member likes to leave his family and friends who must remain ashore, the need to serve and participate in our national defense must be accepted.

But, as one young seaman once told me, "Going to sea ain't exactly a piece of cake." Running a ship is a 24-hour-a-day, seven-days-a-week endeavor involving every man aboard, from the commanding officer to the most junior seaman apprentice. When aboard ship, the American sailor may spend up to 60 hours every week in watchstanding duties alone, but watchstanding is only one part of a sailor's duty. When not on watch, the shipboard sailor is engaged in the maintenance, repair, and overhaul of equipment, as well as the performance of required housekeeping. With Navywide fleet manning averaging only 95 per cent, it comes as no surprise that almost half of our Navy spends more than 80 hours a week in some facet of assigned duty.

Besides this "normal" workweek, there are periodic all hands evolutions—general quarters, drill, shipboard training, combat readiness exercises, and underway replenishments. Everyone aboard plays an important role in these vital operations which add long, hard hours to the sailor's already arduous schedule.

Unless you have felt the relentless pounding of the heavy sea and the constant roll and pitch of the deck beneath your feet, the real effect of sea duty is lost. A few days of heavy weather are usually more than enough to satisfy the venturesome spirit of even the hardest of mariners. Turbulent sea, steaming summers and frozen winters can make life aboard a ship both hazardous and physically exhausting.

No description of shipboard life would be complete without mention of the family separation involved. Not only must a sailor face periods of necessary separation from family and friends, but he must also endure long days of work with nowhere to go to "get away from it all." Even under optimum conditions, working and living conditions aboard ship can only be described as cramped, but adequate. For a man at sea, the shipboard environment is with him around the clock. Life on the high sea offers "no place to hide."

Despite these conditions, duty at sea is a sailor's way of life. We in the Navy must never forget that we can best practice and perfect our profession at sea. Sometimes we unintentionally dwell on the adverse aspects of sea duty while forgetting that the lure of travel to historical and exciting countries is a definite compensation. Anyone who has proudly stood at quarters when entering a new port after a busy underway period can testify to this fact.

Much can be said also about the teamwork and

camaraderie developed under adverse conditions. After a long and difficult deployment, the feeling of a job well done has helped to change many young sailors into professionals. The operational experience and expertise gained at sea are invaluable to these personnel during fleetwide examinations, and sea experience has proved to be a valuable asset during selection board proceedings. And, when it comes right down to it, many find going to sea to be just plain fun!

I have witnessed with much pride the important changes in attitude toward sea duty which have been taking place in recent years. Because of this change, many aspects of life at sea have been steadily improving.

The continuing modernization of our ships has brought improved habitability. Practically every vessel is now air-conditioned for improved personal comfort. There is also a concerted effort to improve sleeping, stowage, and head facilities in order to provide more room and just a little more privacy. Messing areas are also showing steady signs of improvement and modernization.

Another important change during recent years has been the development of overseas homeporting. While this program met with some initial difficulties, I firmly believe that this forward deployment program is now accomplishing its original goal and allowing Navy families to spend more time together outside of the continental United States. Travel has always been one of the Navy's greatest benefits. Today's Navy men and women, as well as their dependents, are now able to travel to and live in more places around the world than ever before. Travel and adventure are still a part of our modern Navy.

Changes have also taken place in the amount of time a sailor spends at sea. Sea duty tours have been shortened in many cases, as have deployment lengths. In addition, more ships are now able to go "cold iron" upon return to port, thus making standdown periods longer for most commands.

The recent inception of sea points for advancement, while controversial, is another move in the right direction. Sea points for those members eligible puts emphasis where it should be—on arduous sea duty. Since the Navy is a sea service, advancement opportunities should be enhanced for those members who have been deployed on arduous sea duty. While shore assignments and neutral duty remain vital to the Navy's mission, we must never forget that these types of duty function primarily to support and maintain our forces at sea. Obviously, without sailors and ships at sea we would have no Navy.

I encourage each and every Navy member to examine his attitudes toward sea duty. Life at sea will never be devoid of hardships, but it will remain our profession and the focus of our mission. Therefore, it should be approached positively. After all, sea duty is what the Navy is all about!

- NEW PLAN WILL SPEED UP ADVANCEMENT EXAM RESULTS FOR MANY

Navy people from the last two advancement exam cycles have had the results withheld because their current evaluation did not appear on the enlisted master computer tape in BuPers. Starting with the August 1975 exam, Fleet activities will compute the performance mark averages and include them on the person's examination answer sheet. This will make it possible for candidates to receive prompt notification of exam results. Exact procedures will be given in a forthcoming BuPers Notice.

- NESEP APPLICATIONS BEING TAKEN: ELIGIBILITY REQUIREMENTS CHANGE

Applications for the 1976 Navy Enlisted Scientific Education Program (NESEP) are now being taken and are due at BuPers by 1 Nov 1975. However, commands and applicants are reminded that a major eligibility requirement change will make it necessary to begin preparing NESEP requests soon. All candidates must now complete a College Entrance Examination Board Scholastic Aptitude Test (SAT) administered by the Naval Education and Training Program Development Center--even if they have taken a SAT elsewhere before. SATs must be ordered by commands between 15 May and 1 June and shall be administered on the third Monday in July. There will be no alternate SATs or exam dates. This and other NESEP changes, along with application requirements and procedures were announced earlier in BuPers Notice 1530 of 19 Mar 1975.

- SHORTER SEA TOURS FOR SOME ENGINEERING RATINGS ANNOUNCED

The Chief of Naval Personnel recently approved a three to six-month shorter sea tour for several engineering ratings. This is the first reduction in sea tour lengths for engineering personnel since 1973 when the maximum was set at 60 months. Further cuts in maximum sea tours for all pay grades can be expected as petty officer manning improves, according to BuPers. Engineering rating shore tour lengths will not change. The revised tour lengths are: BR (E7-9), 57 months; BT (E7-9), 57 months; EM (all), 54 months; HT (E7-9), 57 months; IM (E7-8), 54 months; ML (E7-8), 57 months; MM (E7-9), 57 months; MR (E7-9), 39 months; OM (E7-8), 57 months and PM (E7), 57 months.

These revised sea tours will be effective on 1 Jul 1975, except for EMs whose sea tour reduction will be phased in between July 1975 and July 1976. Those affected by the change who are currently on sea duty and have a projected rotation date (PRD) in August 1975 or later, will have their PRD adjusted by the indicated amount of sea tour reduction (except that the new PRD will not be earlier than July 1975). EMs having PRDs in the early part of the phase-in will have their PRD adjusted by one to three months, while those in the latter stage will have an adjustment made of four to six months.

- ENLISTMENT BONUS PROGRAM CANCELED FOR REMAINDER OF FY 75

In case you didn't get the word, payment of enlistment bonuses was discontinued for the rest of fiscal year 1975 (which ends 30 June 1975). The program was designed to stimulate enlistments in specific ratings that had not met recruiting goals, and was being paid to new recruits in the EW, GMM, MN, TM, CTI, CTR and CTT ratings after successful completion of "A" school. Prior service personnel in eligible ratings who did not require "A" school were also

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eligible and received the bonus upon assignment to their first duty station after reentering the Navy. According to BuPers, the decision to cancel the program is based on the present success in meeting recruiting quantity and quality goals.

- OFFICER SPOT PROMOTIONS RENEWED ON LIMITED BASIS

The Secretary of the Navy has announced a renewal, on a limited basis, of the temporary spot promotion program for certain officers. It will apply to those with critical skills serving as engineer officers or their principal assistants, afloat staff material officers and other staff engineering officers who directly support Fleet engineering readiness. To be eligible, an officer must have two years in the grade of lieutenant and be serving in a lieutenant commander billet. In most cases, a three-month evaluation period must be served in the billet, and a minimum of one year remaining in the billet is required. Spot promotions will be made through a selection board, probably on a quarterly basis. Specific criteria, instructions for administering the program and a list of qualifying billets will be contained in forthcoming Secnav and OpNav instructions.

- NEW MCPON SELECTION GOES TO THE BOARD

Approximately 100 service records of Master Chief Petty Officer of the Navy candidates have gone to the E-8/E-9 Selection Board which recently convened. This board will select the 10 best qualified. At a later date another board will be convened, headed by a flag officer, and it will pick the top four candidates from the 10 best qualified. Final selection from these top candidates chosen by the board will be made by the CNO and is expected by late May. The new Master Chief Petty Officer of the Navy is scheduled to report for duty at BuPers on 1 August and to relieve MCPON J. D. Whittet on 1 September.

- SHORE DUTY BILLET LIST TO BE PUBLISHED ONCE A YEAR

The "shopping list" of shore billets, BuPers Notice 1306, will now be published annually, rather than semiannually as in the past. (See ALL HANDS, Feb 1975, p. 39.) This change is due to a significant rise in printing costs, and the slight variation in individual billet locations within a six-month period. The annual notice will be issued in August of each year. Commands are asked to retain the most recently published shore duty billet listing (16 Jul 1974) and change its cancellation date from February 1975 to August 1975.

- NAME SELECTED FOR NEW PATROL FRIGATE

Lead ship of the Navy's first class of patrol frigates, PF 109 (soon to become FFG 109) will be named for Oliver Hazard Perry, the American Naval hero of the War of 1812. Five former naval ships named in honor of Commodore Perry include a fast brig, a side-wheel steamer and destroyers DD 11, DD 340 and DD 844. Start of construction ceremony for PF 109, the first of about 50 in the Perry class, was recently held at Bath, ME. These ships will be capable of ASW, AAW and surface strike operations primarily in support of convoys and amphibious operations.

NAVY navy navy navy navy news

● NAVY UNIFORM CHANGES ARE ANNOUNCED IN NEW NAVOP

As ALL HANDS went to press, NavOp 56 announced recent uniform decisions in advance of the forthcoming revision to Navy Uniform Regulations. The decisions are a result of an extensive examination of existing and proposed uniforms and reflect the strong desires of the Chief of Naval Operations to achieve uniformity and reduce the number of uniforms and accoutrements that an individual is required to maintain. Reduction of numbers of uniforms will not only permit reduced expenditures to the individual, but will provide some relief to shipboard storage problems.

Specific guidance is given as to how uniforms are authorized for wear; for example, what the specific uniform should be used for and how it should be worn. Further guidance will be forthcoming to commandants and area commanders restricting options in prescribing uniform-of-the-day policy. The new uniform regulations will include a sample uniform-of-the-day plan to assist in achieving greater uniformity in specific locations with standardization in format to provide easy reference and eliminate confusion for transient personnel.

Prescribing authorities are expected to select uniforms (dress and work) with due regard to climatic conditions, command function and public exposure. Uniform selections are to be at the discretion of district commandants instead of the individual member. The following decisions on male uniforms are affirmed:

- Service Dress Blue is designated as the basic all-year-round uniform for all officers and enlisted personnel.

- Introduction of a short-sleeve convertible-collar white shirt is approved to replace long-sleeve dress and tropical white shirts and become standard issue for the seabag when stocks of those shirts are exhausted (about October 1976). The wearing of long-sleeve white shirts with service dress blue uniforms will remain optional.

- Winter Working Blue is approved as a required working uniform for all officers and enlisted men. It is composed of the long-sleeve blue shirt, service dress blue trousers, black belt, shoes and socks and combination cap. Available in several fabrics through exchange uniform shops, issue of a wool flannel shirt will commence for recruits during fiscal year '76, and the uniform will be required for all by 1 Jul 1976. It is authorized--

1. For wear with tie; or without tie, as prescribed.

2. For wear with blue working jacket (only aboard duty station), or peacoat, reefer and raincoat. Wear with the service dress blue coat is not authorized.

3. For wear to and from work when in home port or permanent duty station, when specified.

4. For wear with breast insignia/badges. Wearing of ribbons is not authorized.

- Tropical Khaki Long is deleted as a dress uniform for all officers and CPOs as of 1 Jul 1975. The uniform, consisting of short-

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sleeve khaki shirt, khaki trousers and belt, combination cap or fore and aft cap, will be retained as Working Khaki and is authorized--

1. For wear with worsted or double knit or wash-and-wear (permapress) trousers or (with due regard for appearance and neatness standards) "wash" cotton trousers.

2. For wear with the optional khaki jacket. Wear with the blue working jacket is not authorized.

3. For wear to and from work while in home port or at permanent duty stations (note caution regarding "wash" trousers).

4. For wear with breast insignia/badges. Wearing of ribbons is not authorized.

- Brown shoes will be deleted as an authorized uniform item, effective 1 Jul 1976. Black shoes and socks may now be prescribed for wear with khaki uniforms and the optional aviation green uniform.

- The long-sleeve khaki shirt will be an authorized uniform item only when worn with the optional aviation green uniform after 1 Jul 1975.

- Full Dress White is retained as a uniform for all officers. Enlisted personnel will wear Tropical White Long at ceremonies that require the wearing of full dress white uniform by officers. Service dress white for officers will no longer be prescribed.

- Summer Blue is approved for all enlisted personnel, commencing 1 Jul 1975, as an authorized summer dress uniform. The uniform consists of the tropical white shirt (or convertible-collar white shirt), ribbons and breast insignia, combination cap, service dress blue trousers, black belt, shoes and socks. It will be worn with rating badges for E-1 - E-6 and collar devices for E-7 - E-9.

- Tropical white long will be retained, but shall be worn only when specified by district commandants as a uniform of the day in areas where climate clearly dictates, or prescribed for ceremonial occasions.

- Dungarees -- in order to provide a smart looking, durable shirt and trouser working uniform, introduction of a flare-legged dungaree trouser and chambray style shirt has been directed. This uniform will be phased in as stocks of present blue working uniforms are depleted. Constructed of "easy care" fabrics, the new uniform will closely approximate the presently optional "dungarees" sold through Navy exchanges.

- A new lightweight blue coverall has been approved as organizational issue gear for surface ships and as a replacement for the present Polaris submarine coverall. It is anticipated that the new coverall will be available in the supply system by 1 Jul 1976.

- A review of current uniforms authorized for women officers and enlisted has been conducted. Several changes have been proposed, including a new four-piece interchangeable ensemble as replacement for the light blue summer uniform. Results of this review will be promulgated at a later date.

Here's Advice
from an Expert:

WHAT DO YOU WANT TO KNOW ABOUT LIFE INSURANCE?

Editor's note:

Before enlisting in the Navy, the writer, JO2 Dan Wheeler, was a special agent (salesman) for a major life insurance company operating out of Milwaukee, Wisconsin. He completed two parts of the Chartered Life Underwriter's Exam (CLU) and put several million dollars of personal life insurance in force. The majority of his clients were doctors, lawyers, and other young professional men.

During his three years as an underwriter, he completed company-offered courses in estate planning and insurance usages, worked closely with trust officers in setting up life insurance trusts, and completed a 300-level college course in insurance.

Over 95 per cent of Navy men and women are insured for at least \$5000 of life insurance through Servicemen's Group Life Insurance (SGLI) and many own additional



policies through commercial life insurance companies.

Navy people share with their civilian counterparts the distinction of owning more life insurance by far than citizens of any other country. Yet many Navy people—not unlike millions of other Americans—know surprisingly little about the provisions of their policies.

They possess no more than a general knowledge about the usefulness of life insurance in personal financial planning.

Some erroneously believe its only usage is indemnification of one's family in case of premature death. If this were so, it could be called "death insurance," not life insurance.

Because of ignorance about the life insurance contract, many Navy people purchase insurance on the spur of the moment without forethought and without knowledge of the actual long-term cost or the living benefits which could be derived. Lack of basic knowledge causes policyowners and prospective buyers to ask such questions as:

- Can life insurance benefit me while I am alive?
- How much coverage is enough?
- Does my agent do anything for me except sell the policy?
- How come some policies pay dividends and some don't?
- What does insurance actually cost me?
- Why are there so many types of policies?
- Is insurance an investment?

Only your life insurance agent can answer specific questions about your own personal situation. The purpose of this article is to answer some frequently asked questions and provide basic information needed to make an intelligent life insurance purchase. The following are some frequently asked questions and their answers:

- What is the difference between stock insurance and mutual insurance companies?

A stock insurance company is one owned by its stockholders. Some stockholders may be policyowners but it is not required. The stock company issues "non-participating" policies and calculates premiums as closely as possible to concur with the actual annual cost of the insurance.

Because of medical breakthroughs, mortality rates are decreasing annually and due to inflation, in part, investment returns are increasing so the insurance company usually realizes a profit at the end of the year. The policyowners receive no rebate and any profit is distributed to the stockholders in the form of declared dividends.

A mutual insurance company, on the other hand, is owned by its policyowners; there are no stockholders. Each policyowner owns a portion of the company. His share is determined by the percentage his insurance is to that of the total number of policies in force. Mutual companies issue "participating" policies and calculate premiums which include an extra margin for unforeseen contingencies. At the end of the year, the company calculates the actual cost of the insurance outstanding and declares a dividend to its policyowners. Life insurance dividends are treated as refunds of excess premiums for tax purposes, not as earnings. Life insurance companies are required by law to maintain adequate reserves to cover liabilities. A policyowner can never

be held accountable for company liabilities.

Although premiums for participating policies are somewhat higher initially, many life insurance experts contend the actual cost of the policy in force over the normal time is less than the non-participating policy. This, allegedly, is because profits are distributed to policyowners instead of stockholders.

- How can I figure the actual cost of my life insurance?

The actual cost of your life insurance is dependent upon three factors: mortality experience of the company, investment return of the company, and the company's business expenses.

A company that carefully screens its prospective policyowners in order to eliminate as many bad health and occupational risks as possible (or charges an additional premium for coverage); realizes a good return on its investments; and keeps its operating expenses to a minimum without eliminating essential services will be able to offer low-cost life insurance. Company standards regulating these cost factors vary from company to company and, consequently, there is a difference in actual cost for insurance.

Correct procedure for calculating actual cost to policyowners has been argued among actuaries, brokers and agents for years. Many believe that factors other than premium, cash value and dividends must be considered. One factor is investment potential elsewhere of premium dollars, or investment of the difference in the premiums charged.

One of the leading and most respected life insurance publications uses a method to determine net cost that is simple in concept and generally accepted as reliable concerning quick calculations for comparison purposes. To figure cost—multiply the annual premium by the number of years the policy has been in force. The resultant figure is gross premium. For the gross premium subtract any dividends paid as refunds—either in the form of premium reduction or in cash—the resultant figure is net premium. Subtract net premium from policy cash value accrued—the resultant figure is net cost for the number of years the insurance has been in force.

In many instances, participating policies show a plus cost (gain) between the 10th and 15th year and thereafter. Non-participating policies show a gain much closer to the policy's maturation date.

This guide for calculating costs is not intended to encourage policyowners to drop currently held insurance in favor of some other insurance that predicts a lower annual cost. There are great risks and costs in doing so and the law requires that you file a statement declaring that you understand those risks before it will allow a company to issue replacement insurance.

Consult your agent before even considering dropping one policy already in force in favor of another.

- Why are there so many types of policies?
- In most instances, one type of policy alone is insufficient to fulfill economically every insurance need. A good agent tailors an individual's insurance program to fit all his needs.

Often this means the purchase of more than one policy, among them: term insurance to cover short-term needs like mortgage protection; endowment insurance to accumulate money for college education for depend-

ents (see Endowment Insurance, page 46); whole life insurance to provide lifelong protection and safeguard the estate and widow's welfare at death of the insured; limited payment life policies to provide money for retirement or to accumulate money in peak earning years.

Insurance companies may glamorize their policies with many sophisticated or complicated-sounding names. They may combine several types of policies into one contract and it sounds like a miracle policy. But, they are all made up of one of two major types of life insurance—term or permanent, or a combination of both.

Term insurance provides protection for a predetermined number of years, usually one to 30. It is adequate for protection needed on a short-term basis such as when a contractor's creditors insure him until some major development is complete. They do this to protect their financial investment which could be lost if the contractor were to die before completing a project.

Term insurance is pure expense in that it accrues no cash value although it may pay dividends annually. No matter how long it is kept in force, pure term insurance yields no surrender value. Because of high net cost and lack of guarantee that it may be renewed until death, it is not recommended as a replacement for permanent life insurance. It is only a temporary supplement to your insurance program and it is not meant to be a substitute for permanent insurance.

Permanent life insurance is "term for life no matter how long you live." It never needs to be renewed. No matter how your health may change, the company cannot cancel this coverage. It builds cash value and is therefore considered an asset. It earns interest and is therefore an investment.

Permanent insurance is divided into three broad categories: whole life; limited payment life; and endowment.

Whole life (also called ordinary or straight life) is the basis for all permanent insurance and is the most widely used. According to contract, the insured pays premiums



until he is 90 years of age. At that time, it is paid in full and premium payments are no longer required. The insured may stop paying premiums at any time and accept a paid-up policy for a lesser amount than the face amount of the contract as most people do when they are approaching retirement age.

Whole life is perhaps the most flexible of all insurance policies. It can fulfill accumulation needs for college expenses or provide retirement cash in the form of an annuity or any number of other optional uses. Your agent can inform you of specific uses as they fit into your insurance plans.

Limited payment life is similar to whole life except the payments are paid at an accelerated level and are completed in a predetermined number of years, usually one to 20. However, "65-life policies" fall in this broad category. Because the premiums are paid at an accelerated rate they are higher, but the accumulation of cash value is more rapid.

If maximum protection is your goal, then limited payment life is not for you. It is designed to provide maximum investment return and greatest accumulation in the shortest number of years. At the same time, it provides lifetime insurance protection.

Endowment insurance is just another form of limited payment life, with one important difference—when this policy matures, all protection ceases and the insured is paid the face value of the policy. It is a kind of insured savings plan. A specific accumulation goal is selected and the number of years to reach that goal is selected. The accumulation goal becomes the face value of the policy. Biggest advantage of the policy is—if the insured lives the designated number of years, the face amount is paid directly to him; if he dies before he has time to accumulate the selected amount, it is paid to whomever he designated. People usually purchase endowment policies with specific purposes in mind like college education fund, investment nest egg, retirement fund, etc. Its greatest appeal is the semi-compulsory savings feature and the guaranteed accumulation of a certain amount of money in a predetermined number of years.

● What are policy options?

Policy options are extras added to an insurance policy



at additional cost to indemnify against possible contingencies other than death by natural means. Settlement options are ways to distribute proceeds and are not extras.

Three popular and valuable options are: disability waiver of premium, guaranteed insurability option, and accidental death benefit.

The disability waiver of premium states that if the insured becomes disabled, the company will waive any further premiums as long as the disability exists. What constitutes disability varies from company to company, but it generally means inability to seek gainful employment due to severe disability. In many companies this disability cannot be self-inflicted. When the disability waiver is put into effect, the insured loses no policy rights. He is still the owner and maintains full control over all policy options including the right to borrow, change beneficiaries, assign collateral and select settlement options.

The guaranteed insurability option makes it possible for policyowners who become uninsurable, or insurable at higher than standard rates, to purchase additional insurance at specified future dates. The option is beneficial in that anyone who has this rider attached can purchase up to a predetermined amount of additional insurance regardless of health or occupation. The life insurance policy insures your life while the insurability option guarantees that your life is insurable. The option is exercised only if the insured finds he cannot purchase insurance at standard rates. The option does not limit the amount of insurance that can be purchased if you are otherwise insurable.

Additional death benefit pays an amount equal to the benefit face value to a beneficiary if the insured dies from accidental means or accidental bodily injury. (There is a subtle difference in "means" and "bodily injury" in insurance parlance. This should be explained by your agent.) The accidental death benefit should not be used to replace coverage required at all times since no one, of course, knows by what means he will die. There are few instances where this benefit is justified in good insurance planning but, nevertheless, it remains popular.

- How much insurance is enough?

The amount of life insurance that is enough depends solely on what are your goals. One must evaluate his own priorities since everyone's goals for themselves and their families are different. Some things to consider when trying to determine the correct amount of coverage are:

- An emergency fund is usually needed for the transitional period immediately following death. There are everyday expenses to be paid until insurance proceeds are paid and the estate is settled.
- Money to pay for mortgage on home (see Mortgage Insurance, page 47) or provide money to purchase home is sometimes desirable.
- Money to provide an educational fund to send children to college or trade school.
- Burial expenses.
- Expenses of last illness.
- Money to pay outstanding debts.
- Money to pay estate and income taxes, where applicable.

- Money to provide capital sufficient to produce enough income for family support.

This area of exactly how much coverage is enough is a variable and should be thoroughly discussed and thought out with a life insurance agent, trust officer, broker, and lawyer. They will help you coordinate all your assets and government benefits into a workable estate plan. These services are important to an individual regardless of income or net worth.

- What does an agent do besides sell the policy?

Most accredited life insurance agents are highly trained professionals who spend many hours studying developments in the insurance and estate planning fields. The sale of a policy is just the beginning of an agent's services to his clients.

The professional agent spends the time necessary to help you define your own protection and financial goals. He must ask many questions concerning your financial arrangements. Armed with this information, he recommends you to trust officers to discuss the advisability of life insurance and other types of trusts; he encourages you to see a lawyer and will even introduce you to one if your will needs revision or trust agreements need to be drafted. He has a doctor examine you to determine if you are eligible for life insurance from a medical standpoint.

This team—lawyer, banker, life insurance agent—usually comprises your estate planning team. In instances where there are considerable assets in the form of stocks and bonds, a broker is included.

In addition to helping you determine how much coverage is needed, your agent services your policy—makes changes in beneficiaries and options as required. He keeps in touch with you and informs you of changes that may affect your insurance planning. He is your life insurance consultant as long as the policy remains



in force; your premiums purchase his knowledge, experience and services. Don't hesitate to call on him for advice or explanations.

- Is life insurance a good investment?

A life insurance adage says, "A person will never get rich by buying life insurance, but he will never be poor either." Life insurance is a fixed-dollar investment. Other fixed-dollar investments are savings accounts and savings bonds. These types of investments are not speculative and are guaranteed. They are low-risk investments.

Life insurance has formed the foundation of the investments portfolios of many successful businessmen throughout the years because:

- It guarantees you will be able to meet your family's security needs whether you live, die or become disabled. It guarantees that if you run out of time, you will still be judged successful.
- It provides tax-exempt growth through cash values and dividends.
- Its proceeds are nontaxable when paid to a beneficiary.
- It provides a fund from which money can be borrowed regardless of economic conditions.
- Cash values can be used as collateral for bank loans.
- It eliminates the need for credit life insurance on time purchases.
- It guarantees that even if all other investments fail, there will be money available for retirement.
- It guarantees an income for dependents in the event of the insured's premature death.
- It affords peace of mind because future needs are provided for and that makes correct decisions easier to make as regard other investments.

Yes, life insurance is an investment—an investment that is an excellent foundation for any investment portfolio.

Life insurance is an investment for the person who plans to be wealthy because it provides liquidity in his estate and prevents liquidation of assets at an inopportune time to pay estate taxes and provide income.

Life insurance is an investment for the average per-



son who needs the guarantees of income for his dependents if he dies and income for himself if he lives.

It is an investment that stretches over a lifetime and should not be purchased without considerable forethought and the specialized knowledge of a competent agent. The motto of the Better Business Bureau is perhaps apropos—"Before you invest—investigate." You won't be sorry.

Endowment Insurance

Endowment life insurance is one method of saving for your dependents' college education. It has two major advantages over a savings account or savings bonds: you are constantly reminded to save the desired amount year after year because the insurance company continues to send premium notices, and even if the saver dies before the policy matures, the full amount is paid.

Endowment insurance is a life policy that remains in force for a predetermined number of years. The face amount is determined by how much money will be needed to meet the need, in this case college education. The investment return is higher than on a whole life policy because the premiums are higher than they would be on a comparable whole life policy. In endowment insurance the emphasis is on savings, not on protection.

The only option usually recommended is the disability waiver of premium. It guarantees if the insured becomes disabled, the insurance company will continue the premium payments so the desired sum will be accumulated.

Although some parents insure their children with endowment insurance to provide an education fund, it is not recommended.

If the breadwinner should die, premium payments on a juvenile policy may become so burdensome the policy would have to be lapsed. For this reason, the breadwinner should be the insured.

Endowment insurance is an excellent savings vehicle, but the premiums are considerably higher than would

be on some other type of permanent policy. One disadvantage of this type of insurance is that the policy must be surrendered for cash at maturation and, sometimes, much needed protection is forfeited.

Before purchasing an endowment, consult your life insurance agent to determine if it is the best vehicle for meeting your objectives.

Mortgage Insurance

Unlike certain types of casualty insurance which protect a homeowner from severe financial loss if his home or its contents are damaged by fire, flood or wind, mortgage insurance doesn't insure the home or its contents; it insures the life of the mortgage borrower. Mortgage insurance is any type of life insurance whose proceeds have been earmarked to retire a home mortgage if the borrower dies before the loan is paid in full.

Most people purchasing mortgage insurance buy decreasing term life insurance because of its low monthly price. Decreasing term is so called because its value at any given time parallels the steadily decreasing mortgage balance. Like all types of term insurance, the protection is only temporary and it ceases when the mortgage is paid in full.



Even though premiums are paid for the duration of the debt, the insurance accrues no cash or surrender value. The premiums are pure cost to the insured.

There are other ways to insure a mortgage which require a higher annual outlay but are less expensive in the long run. One is purchasing a new permanent life insurance policy specifically for mortgage retirement or allocating a portion of existing life insurance. Since most people are underinsured, purchasing additional insurance is usually feasible.

There are two major disadvantages to insuring a mortgage with permanent insurance: The annual outlay is approximately five times as much as term, and if the insured dies during the mortgage period, the cost of mortgage protection is greater than it would have been with term insurance.

To offset these disadvantages, there are several advantages.

For a healthy man age 30, decreasing term for 30 years costs approximately \$110 per year for a \$30,000



mortgage policy. Permanent insurance costs approximately \$375 for nonparticipating and approximately \$575 for participating. If a family is financially able to afford the permanent coverage, they benefit because:

- As mortgage payments are made, the protection doesn't decrease. This, in effect, adds more protection annually that could be used for family income if the borrower dies.

- The permanent coverage is constantly building cash value that can be used for emergency loans or an education fund.

- At the end of the mortgage period, the nonparticipating insurance policy will have a cash value about equal to the total premiums paid, making the cost of mortgage protection nothing. The participating policy (if dividends are left to purchase paid-up additions) will have a cash value of about \$7000 more than the premiums paid.

- The permanent mortgage insurance can be continued and used as a retirement supplement or additional insurance to pay estate taxes.

- The insured can elect to take a paid-up policy for an amount slightly less than the face amount and not pay any more premiums after the mortgage is paid.

- The insured can pay off the mortgage earlier, perhaps as much as 10 to 15 years earlier, and thereby save interest and free earned income for other purposes. This is effected by keeping close track of the policy's cash value and, when it approximates the mortgage balance, surrender the insurance for its cash value and pay the mortgage. Another way to retire the mortgage early is to borrow the cash value from the policy at the low policy rate (about six per cent simple interest) and pay the high interest mortgage loan.

There are many ways of making your personal life insurance work for you. Your agent is there to help you find them.

—JO2 Dan Wheeler, USN

IMMIGRATION & NATURALIZATION

The Laws and Regulations That Apply to Navy Dependents Who Are Not US Citizens

Navy men have a habit of meeting and marrying the girls of other lands.* As a result, questions often crop up about their alien spouses' rights and obligations. We can't tell you how to meet the girl of your dreams, or how to persuade her that she should become your wife, but we can help guide you through the maze of legal questions you will run into before and after the wedding.

First, since your wife will sooner or later want to accompany you to the States, she must meet certain established standards. With some exceptions, for example, aliens who are not mentally sound or physically fit cannot enter the United States. Drug addicts, chronic alcoholics and persons with a criminal record are also barred from entry. Aliens must also be able to read and understand a language or dialect.

Nor are aliens permitted to enter the country if they are or have ever been members of, or affiliated with, organizations which advocate or teach the overthrow, by force or violence or other unconstitutional means, of the Government of the United States or of all constitutional forms of law. Those who advocate the doctrines of world communism or the establishment of totalitarian dictatorship, or whose activities after entry would be prejudicial to the public interest or would endanger the welfare or security of the United States are also excluded from entry.

Exceptions in these cases may be made if membership or affiliation was involuntary, if the person was under 16 years old, or if it was necessary to join by

law or in order to obtain employment, food rations or other essentials of living.

So much for those who can't enter the country. Most Navy men wouldn't attempt to marry "that" kind of girl anyway, but unfortunately, some do; quite often it's a lonely young sailor far away from home. If his shipmates can't talk him out of his impending mistake, there are U. S. laws and Navy regulations which may at least make him stop and think.

Before You Marry

If you are overseas and meet a girl from some foreign land you'd like to take home as your wife, you must first notify the Navy in accordance with military regulations. The Navy isn't trying to discourage you, or tell you whom you can or can't marry, it's simply trying to protect you from marrying a person only to find out later that she can't accompany you to the States when you're transferred. In fact, Navy regulations and procedures are much the same as those of the U. S. Immigration and Naturalization Service (I&NS) in checking the background of any foreigner seeking entry to the United States.

Regulations (BuPers Manual 6210160, to be exact) require you and your fiancée to undergo a medical examination, marriage counseling, show evidence of financial ability to prevent her from becoming a public burden, and obtain written permission of parents if either you or she is under 21 years old. A background investigation of your fiancée (a requirement of the I&NS) is the most time-consuming element of the premarital process; it can take as long as three months. When you ask for an application for permission to marry, give the personnel office your girl's full name and address and ask that a background investigation,

* Navy women, of course, meet and marry the men of other lands, but for the sake of simplicity we'll speak of Navy men and their wives.

including a criminal and subversive record check, be initiated as soon as possible. It may save time in the long run.

Visas, petitions and any other documents necessary for your alien wife's entry are taken care of in the request-for-marriage procedures.

In reality, the Navy can't withhold authorization for you to marry whomever you please. However, if your fiancée is ineligible for admission to the States, permission to marry will not be given until you both signify in writing that you have been counseled and advised of that fact. This means that you can go ahead, but when you're transferred back to the States, your wife will not be able to come along.

Such action also will make you ineligible to reenlist (BuPers Manual 3410150). For your own future happiness, listen to the Navy.

If you are not stationed overseas, but want your fiancée to come to the States to marry you, there also are certain procedures you must follow. These, and other immigration laws, are given in the I&NS booklet, "United States Immigration Laws, General Information," Form M-50 (Rev Feb 1972) N.

The first step on your path to the altar is to file a visa petition (Form I129f) with the nearest I&NS office on her behalf, and include any minor children she may have who will also accompany her to the States. The fee is \$10. The U. S. consular officer in her native city will be notified of this petition and, ordinarily, she and her children will be issued a nonimmigrant visa (here, the term "child" means any unmarried person under 21 years old). With visa and passport in hand she can sail or fly to the States and expect to be admitted upon arrival. Incidentally, a nonimmigrant status (as opposed to immigrant status) means that she will not be counted against immigration quotas set for her country and, therefore, she cannot be denied entry to the U. S. if these quotas are filled.

Your alien fiancée's nonimmigration visa is issued solely to conclude a valid marriage to a U. S. citizen, and is good for a period of 90 days. If the marriage doesn't take place within those three months, she, and any children accompanying her, will be required to leave the U. S. promptly. No extensions or change to another nonimmigration or immigration status will be granted.

You will be notified when your fiancée's visa is approved and, at the same time, receive several forms and instructions. These are to be completed and returned to the nearest I&NS office as soon as possible following the wedding. They are the necessary paperwork to change your wife's status to that of a lawful, permanent resident. This fee is \$25.

Permanent Resident Status

This is important. Permanent alien residents have *all* the rights of U. S. citizens except the right to vote and

to hold certain public offices. They may participate in politics, own property, own a business, collect social security benefits and work without getting a labor certificate as other aliens must. They are, in effect, non-voting citizens. Permanent resident status will also be an advantage later, as we shall see, if your wife wants to travel outside the U. S. Finally, your wife must have obtained this status if she decides later to become a U. S. citizen.

Once your wife's status has been changed to permanent resident she will be sent an Alien Registration Receipt Card (Form I-151). This card remains valid for as long as she remains an alien, lawfully admitted to the U. S. for permanent residence. It must be carried by her at all times and failure to do so may result in fine and imprisonment. Aliens under 14 years old are registered through their parents. Within 30 days after they reach 14, they too must register; when they reach age 18 they must also carry a registration card.

As a permanent resident, your wife must notify the I&NS of her current address each year during the month of January, and within 10 days after each change of address. These reports must be made on official forms available at any post office. If an address report cannot be filed because your wife is out of the country during the month of January, it must be done within 10 days after she reenters the States. Failure to comply may result in a fine, imprisonment or both, and, if willful, could result in deportation.

Form I-151 has replaced the old-style alien registration receipt card, Form AR-3. Any alien who still has the old form should apply for the new one at the I&NS office having jurisdiction over his geographical area.

Traveling Abroad on Leave

Sooner or later you and your wife are going to take leave and travel to the old country to visit her family. You'll have to get certain documents and follow certain procedures again, especially so that your alien wife can reenter the U. S. Listed below is information concerning these documents:

- **Passports.** You've got to have one for yourself and *every other* U. S. citizen traveling with you. A passport is primarily to identify you as a U. S. citizen while abroad and when you reenter the States. They may be obtained from a passport agency, a clerk of any federal court or state court of record, a judge or clerk of any probate court, or a postal clerk designated by the postmaster general. More than one person, your children for example, may be included in your passport if they will be accompanying you (the bearer) throughout the trip. When applying for your passport, you'll need two photos of yourself and proof of citizenship—the passport office can give you specific details on requirements. This fee is \$12.

Your alien wife should already have a passport from her native land. You should check with that country's

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embassy or consulate to make sure it is still valid. If, for some reason, she does not have her passport, you should get one from the embassy or consulate.

- **Visas.** A visa is an endorsement, usually rubber-stamped in your passport, by a country you wish to travel in giving you permission to visit for a certain period of time. Visas are obtained from the embassy or consulate of the countries you wish to visit. Your alien wife does not require a visa from her native country, since she is still a citizen there, but she will require one from other countries you will also visit.

At present, no visas are required for brief tourists' visits to Western European countries, except those under communist control (in which you must get special permission to travel). However, it would be wise to check with each consulate of the countries you plan to visit to find out current requirements. Locations of these offices may be obtained from the Congressional Directory at most libraries or from your city telephone directory.

- **Health requirements.** Different countries require different immunizations before entry will be granted. Check with the U. S. Public Health Service, state or local health department or your medical officer to find out what you and your family will need. In any case, whatever immunizations you receive must be recorded in the yellow International Certificates of Vaccination booklet (Form PHS-731). You and each member of your family should have an up-to-date booklet as part of your medical records. If you don't, ask your medical officer for one. They're also available from state and local health departments, passport offices and even travel agencies.

- **Reentry permits.** If your stay overseas will be less than one year, your alien wife—a permanent resident—will need no documents to reenter the States other than her Form I-151. In some cases, however, the foreign country you plan to visit will require that she have a U. S. reentry permit. Check with their embassies before you go.

If she's required to have a reentry permit you must file the application at least 30 days before your departure. You'll probably have to obtain one for each alien child or adult, regardless of age. Applications for children under 14 years old may be made by a parent or guardian. The fee for each reentry permit is \$10.

If your wife failed to obtain a necessary reentry permit before leaving the States, she can apply abroad at any American consulate for a "special immigrant" visa or to a U. S. Immigration Office for a waiver of immigrant visa requirements.

Traveling Abroad on Orders

Traveling overseas under official orders alters the document requirements somewhat for you and your dependents.

You, as a Navy member, normally are not required to have a passport, or any visas, for travel in the country of assigned duty. If they are necessary, your

personnel office will help get them before you leave.

If you are going to do any traveling outside your country of duty, you will need a passport and, possibly, visas. They can be obtained at the nearest American embassy or consulate for the regular \$12 fee.

Your alien wife will not need a passport if you are going to be stationed in her native country (she's still a citizen there) but, if you're going to be stationed in a country other than her own, she'll have to get a passport and necessary visas from her own government. Give your transportation officer your wife's passport number as soon as possible in order to avoid travel delays.

When your overseas tour ends your wife will not need any special documents in order to reenter the U. S. other than her Form I-151—if she returns with you or within four months of your transfer date and does not travel in, to or through any communist-dominated country. It might be a good idea to have a copy of your orders and her military dependent's ID card handy when you enter the States as proof of her permanent residence status and her marriage to you, to avoid possible confusion. Have your current yellow "shot book" with you at the time of reentry, too.

Citizenship and Naturalization

Your alien wife and children may want to become U. S. citizens. The procedures and other citizenship information are explained simply and completely in the I&NS booklet "Naturalization Requirements and General Information" (Form N-17). It's available at any I&NS office. The naturalization laws apply to both men and women of all races and basically require that they:

- Be at least 18 years old.
- Have been lawfully admitted to the U. S. for permanent residence.
- Reside in the States for three years (a special provision made for the spouse of a U. S. citizen) after lawful admission for permanent residence and just before filing her petition for naturalization. For 18 months of these three years (rather than the five years and 30 months for those without a citizen spouse) she must have been physically present in the U. S. There are exceptions for spouses of Armed Forces members being transferred overseas which we'll get to later.
- The citizenship candidate must be of good moral character and must believe in the principles of the Constitution of the United States. For a period of 10 years before filing her citizenship petition, she must not have been a member of the communist party or similar organization, or any others which advocate dictatorship in the U. S. or the overthrow by force of the U. S. Government.
- She must never have broken the immigration laws of the U. S. and, as a result, have been deported.
- She must be able to speak, understand, read and write simple English, and be able to sign her name in English, unless she's physically unable.

Steps for becoming a U. S. citizen are also explained

in the I&NS booklet Form N-17. This is what she must do:

- File an "Application to File Petition for Naturalization," Form N-400, or, in the case of parents filing in behalf of a child, Form N-402; there's no fee at this time.

- Next, she must appear before a naturalization examiner when notified. At this time she'll be assisted in filing the legal papers, known as a petition for naturalization, in the naturalization court. The fee is \$25, and it is the only fee charged.

When your wife goes before the examiner she must be accompanied by two U. S. citizens—witnesses who have known her well for as much of the last three years as possible. They must also have seen her often during the last six months in the state in which she then resides. The rules for witnesses vary according to the applicant's circumstances and are covered fully in the Form N-17 booklet.

During the examination your wife will be given a test to determine if she knows something about the history and form of government in the United States. The questions are in simple English, and the answers require knowledge only of subjects that anyone who has really tried to can learn to become familiar with.

Citizenship classes designed to help persons pass this test are held throughout the country at many public schools, by various community groups and by correspondence courses from some educational institutions. The federal government, of course, publishes citizenship textbooks which can be purchased from the Superintendent of Documents, Government Printing Office, Washington, D. C. An I&NS booklet, "Information Concerning Citizenship Education to Meet Naturalization Requirements" (Form M-132), contains more information about these courses. It can be obtained at any I&NS office.

- Not less than 30 days after the examination has been taken and petition filed, your wife will undergo a final court hearing. At that hearing a judge will make a final determination if she is qualified to become a citizen. If the I&NS were going to recommend against it, she would have been told so before the hearing.

When the court decides that she should be made a citizen, she will be required to take an oath of allegiance to the United States. In doing so, she gives up allegiance to her native country and promises to support and defend the Constitution and laws of this country.

If you are married to an alien and you receive orders for duty overseas and your wife is authorized to accompany you, the residency and physical presence laws are waived (BuPers Manual 6210200). These are the steps you should take:

- File the Application for Petition for Naturalization (Form N-400) as usual, when you know for sure you're going to be stationed overseas.

- Once your wife's departure for overseas is scheduled, the Navy will give her a "Certificate of Overseas Assignment to Support Application to File Petition for

Naturalization" (DD Form 1278) about 90 days before the departure date. This form must be filed with the local I&NS office. It's proof that your wife is going overseas with you, and it's the only form the I&NS will accept. This form speeds up the naturalization process for your wife so that she can possibly become a U. S. citizen before you leave.

As soon as your wife is naturalized, apply for her passport through your personnel office so that it can be issued in time for her departure. These rules also hold true for any alien children you might have.

One other special naturalization case is the surviving spouse of a U. S. citizen serviceman. If he dies during a period of honorable and active service, and his alien wife lived with him in marital union at the time of his death, she may become a naturalized citizen in the usual way, but with two advantages:

- The petition may be filed in any naturalization court, not just at the place where she lives.

- She may also be naturalized without having lived in the U. S. or having been physically present there for any particular time after her admission for permanent residence.

Naturalization and Citizenship of Children

Natural alien children under the age of 16 who are living with you and your wife in the States will generally become U. S. citizens automatically at the same time as your wife. Certificates of citizenship in a child's own name showing that he or she was naturalized on the same date as your wife, may be obtained for a \$10 fee.

Natural children may also become citizens by having their parents apply for them. If they do this before age 18, they are entitled to certain exemptions from the regular naturalization laws. For example, they do not have to be able to speak, read or write English or live in the U. S. for any particular period of time. All exemptions are given in booklet Form N-17.

If you and your alien wife adopt a foreign child overseas, that child does not automatically become a U. S. citizen, but he or she does get some exemptions to the naturalization laws. For example, the child must live in the U. S. for only two years subsequent to the adoption. He or she does not have to speak, read or write English. All these exemptions are also in booklet Form N-17. To qualify, the child must have been adopted before reaching age 16. If you receive orders for overseas duty and your adoptive child is authorized to accompany you, the two years' residence is waived. Here again, Form DD 1278 must accompany the naturalization application Form N-402.

Congratulations are in order for having met the girl of your dreams while overseas. But before you take the plunge, remember you have legal obligations, and also remember that these laws were made to protect you and your family.

They're not meant to hassle you.

—JO1 Tom Jansing



CDR Howard Petty Aviator Trains Middies

Commander Howard C. Petty is enthusiastic about his duty as an instructor at Annapolis and the part he played this past summer aboard ships of the U. S. Sixth Fleet, helping to coordinate the 1974 Mediterranean Training of Midshipmen.

At sea with the Academy men and other midshipmen from NROTC units across the nation, CDR Petty held the billet of Midshipman Liaison Officer.

He visited various ships by way of helicopter or highline, "carrying the Academy word," and overseeing the Annapolis midshipmen as they went through their paces with the operating forces.

An aviator who won his wings in 1957, Commander Petty enjoyed his ship-to-ship visits, "This is one of the ways left for me to get back into the air," he said.

Back at Annapolis, the commander teaches military and international law. He maintains a home there with his wife, Barbara, and their 10-year-old son, Howard, Jr. Off duty he likes fishing, classical music—especially Beethoven and Chopin—and, like many of the Academy's faculty, he's an avid sports fan. The commander played football in high school and again in college.

A native of Gastonia, N. C., Petty was graduated from Johnson C. Smith University in Charlotte in 1954. He entered the Navy's flight program in 1956 and won his wings the following year. His first duty with naval air was flying EC-121s (military version of the four-engine *Connie*) with an airborne early warning squadron in the North Atlantic.

In quick succession, he saw further aviation service at the Naval Air Technical Training Unit, Olathe, Kans.; as flight deck officer aboard the carrier *Oriskany*; and as assistant air frames officer on the staff of Commander Fleet Air Western Pacific in Japan.

Commander Petty then served with a transport squadron—VR 21—at Barbers Point in Hawaii and, while with that unit, he was officer in charge of a seven-plane detachment operating out of the Naval Air Station Alameda near San Francisco, Calif.

The commander has strong feelings about the Navy and people—in their relationships with each other. The Navy, he said, presents "new and challenging assignments, education and travel. It's a good life."

An aviator to the core, Commander Petty looks forward to returning to flying status. "I'll fly anything, even a kite, as long as I'm on it."



Left: Commander Petty looks out at the aircraft carrier USS Independence (CVA 62) as he contemplates a return to flying status sometime in the future.

ENS Michael J. O'Shaughnessy

Bull Ensign

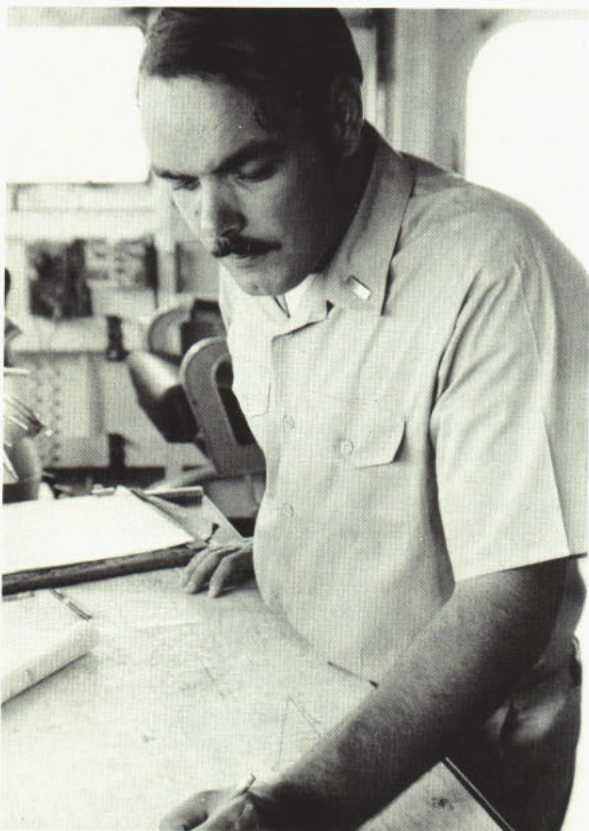
Many Navy people had heard of a "bull" ensign, but few were able to recognize one until the fast tank landing ship USS *Peoria*, with Ensign Michael J. O'Shaughnessy aboard, visited U. S. Naval Base, Subic Bay, R. P.

"Bull" ensign is a title tagged jokingly to senior ensigns acknowledging their coming promotions to lieutenants (jg). The humor in the title is to infer that the "bull" ensign is "boss" of usually himself and, at times, as many as two or three more ensigns in his command.

"I fully support both the serious and humorous sides of a proud naval tradition," claimed *Peoria's* deck and gunnery officer, "and I'm always willing to sport a joke for the traditional amusement of my shipmates." In support of the humor related to his title, O'Shaughnessy wears highly visible gold ensign bars on his shirt collar, with the word "BULL" inscribed in the center of the bars.

Of unknown origin aboard the San Diego-based am-

Below: Mr. O'Shaughnessy, "bull" ensign onboard *Peoria*, proudly wears his special bars. Right: ENS O'Shaughnessy talks with SN Monte Hetrick.



phibious ship, these bars have been passed down from recently promoted lieutenants (jg) to senior ensigns during *Peoria's* past five years of naval service. None of the former "bull" ensigns, however, have worn the bars.

"I guess it's because of my former academy training," reflected the 1973 Annapolis graduate. "I was never much of a supporter of traditions until I attended the academy where, with understanding of their importance, I have gained a strong desire to believe in and uphold them."

Reminiscing, O'Shaughnessy spoke of his first traditional goals . . . "to help establish camaraderie and . . . beat Army!" The 225-pound, former Navy defensive tackle smiled and said, "This had to be one of the greatest traditional endeavors I participated in. The main reason was not so much being a member of the football team, but the friendships developed as midshipmen." (O'Shaughnessy was on the Navy team that flew to Colorado Springs to play undefeated Air Force. With 33 seconds left, they came from behind to whip Air Force 17-14.)

Traditions of establishing camaraderie, beating the rival service academies, and wearing "bull" ensign bars, however, are just a few of O'Shaughnessy's beliefs. With his sights set on a naval career, the 24-year-old bachelor added, "I believe young naval officers should be at sea to gain experience in operations, engineering, deck and gunnery, and provide a better effort in expanding our heritage and historic significance."

When O'Shaughnessy is promoted this year, he will have worn the "bull" ensign bars a total of 168 days. He says, however, "Being an ensign for nearly two years is a long time. By wearing the 'bull' bars, I am constantly reminded that my wait for promotion is becoming shorter."

—Story & photos by JOC Milt Harris, USN





MU1 Barry Craig Sings Out Loud & Clear

Somehow, though the route was a winding one, with a number of side roads, he knew he would get there. And MU1 Barry Craig did. As lead male singer in the United States Navy Concert Band, he's at the top of his music field in the Navy. The way up wasn't easy; it seldom is. It took him eight long years to reach his goal.

"I had auditioned for the Navy Band twice," says Barry, "but back in the old days before the 'Now Navy,' there just wasn't any place for pop or contemporary singers. They told me I was good, but they just couldn't use my talents at the time."



When it seemed that Barry's talents as a vocalist and accomplished pianist would be wasted, he still carried on in true Navy fashion, striking for boatswain's mate, eventually becoming a yeoman, and serving two tours in the Republic of Vietnam. He is a plank-owner of USS *Butte*.

His big break came during his second tour of duty in Vietnam in 1971.

Barry remembers, "I had performed in the All-Navy Talent Contest before, but only at the naval district level. It was arranged at the last minute that I should go to the Navywide contest in Newport that year. Well, after hopping a plane and spending 22 hours in the air, I figured I'd arrive the night before, giving me plenty of time to rest up for the contest." But like most "best laid plans," this one had a big flaw, the International Date Line. "I arrived the same evening, with the contest already in progress. I was so tired, I just told them to forget it."

But some friends were there to urge Barry on. He stepped on stage, sang, and walked away with first runner-up honors.

"Things just seemed to keep on rolling after that." That same year, the Navy announced openings for contemporary singers. Barry was accepted and became the first vocalist to attend the Navy-managed School of Music at Little Creek.

With such a start, Barry is destined for bigger and better things. His rendition of "Spirit of America," a noncommercial recording on what's right in America was selected for release by the National Association of Broadcasters. Recently made available as a public service nationwide, this record could make him a singing star with audiences outside as well as within the Navy. "Now it's just a matter of time to sit and wait," he says hopefully.

It has been a busy period for the young pop singer. A U. S. Navy Band Christmas Show recording, with Barry doing a solo number, was released internally last year and will be made available to public radio stations by the Navy Recruiting Command this year. Barry has also "starred" in several sea service commercials for the Navy's internal use, over SITE (Shipboard Information, Training, and Entertainment) systems in the fleet.

You will be hearing and seeing more of Barry Craig in the future—a success story—the Navy way.

—JO2 D. Matthews

MMFN Chris Debe

A Hot Job To Be Done

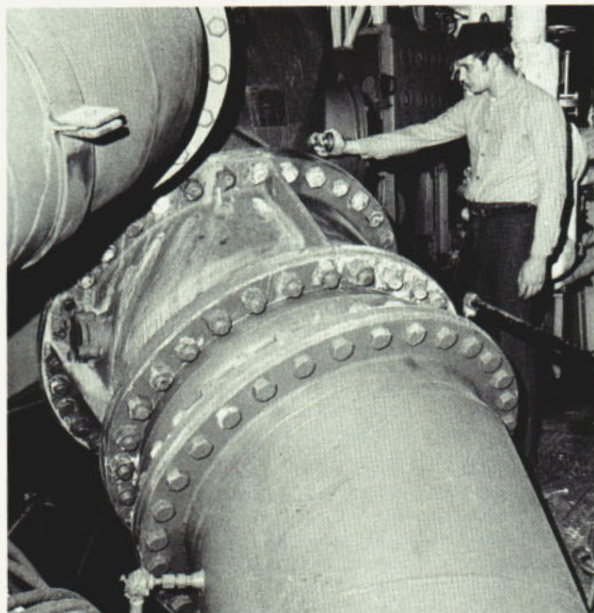
Perched on a stool inside a modern, air-conditioned engine control room, Machinist's Mate Fireman Chris Debe described the environment he's worked in for three years aboard USS *Shasta* (AE 33), "It's 102 degrees in the engine room, and at times it gets even hotter. Sure it's a hot job but it's one that needs to be done."

The engine control room, located deep in *Shasta* is adjacent to the engine room itself, where engineers receive speed and direction instructions from the officer of the deck. The engine room houses the ship's propulsion plant and it's Debe's job to keep that machinery purring. He also helps maintain the evaporators, air-conditioning plants and generators.

"The evaporators distill salt water into fresh and the generators are *Shasta's* power source," explained Debe. "Without them *Shasta* couldn't do her job, replenishing big U. S. Seventh Fleet ships with ammunition."

Since Debe came aboard *Shasta* he has seen a lot of the U. S., from Charleston to San Francisco, and other parts of the world. He has visited Jamaica, Colombia, the Panama Canal Zone and Acapulco. In the western Pacific, he has seen Bangkok, the Republic of the Philippines, Taiwan and Japan. Traveling is what he likes most about the Navy. "That, and all the friends I've made," he said.

Debe's family lives on a 25-acre farm, but it wasn't hard for him to adjust from farm life to cramped shipboard life. "But I do miss the change of seasons and especially the snow," he asserted while wiping the perspiration from his brow.



He is uncertain about his plans when his enlistment expires. If he leaves the Navy, he says, "I'll either go to college or pursue a career in the construction business. I think I'm ready for either because the Navy has helped me mature quite a bit."

—Story by JO2 Paul Long
—Photos by PH1 John R. Sheppard

Right and below: MMFN Debe performs some of his daily duties.





AW1 Benjamin Holder

LAMPS Plane Captain

"Oil cooler access doors confirmed closed."

"Pit-pin locked."

"Crewman's checklist complete."

It's that little extra which separates the typically effective aircrewman from the one who rates as outstanding.

Aviation Antisubmarine Warfare Operator (AW) 1st Benjamin D. Holder doesn't have to make these reports—it's not his responsibility to confirm that the oil cooler access doors are closed—but to an SH2 helicopter pilot, the words are comforting.

Holder, a 14-year Navy veteran and "plank owner" in the LAMPS (Light Airborne Multi-Purpose Systems) Program, is not your average AW. Originally trained to be an AW in the P3 aircraft, he switched to helicopters when the Navy asked for volunteers for the LAMPS program in 1971. He has never regretted the change.

"LAMPS is more challenging—you're all alone in the operator's seat," he explained. "The SH2 is the only ASW aircraft that carries only one ASW systems operator—you must make all the decisions yourself."

Holder began his Navy career as a radioman in USS *Okinawa* (LPH 3). From there he went to VP-45 in Jacksonville, Fla., and qualified as first tech and collateral duty inspector (electronics) on the P3 aircraft. In 1968 he changed his rate to AW. He was at Fleet Airborne Electronics Training Unit, Atlantic, Patuxent River, Md., as a P-3C instructor when he got the chance to join the LAMPS Program. Since then, he's been attached to HSL-30 and HSL-32, both east coast LAMPS squadrons.

Holder was Sailor of the Month in VP-45 and HSL-30, and Sailor of the Quarter aboard USS *Blakely* (DE

1072) (HSL-32 LAMPS DET 8), a first for the LAMPS community.

Out of necessity, the LAMPS AW must be multitasked. Besides regular AW duties Holder is an SH2 plane captain; the weapons loading team leader; assists the ship sonarmen in acoustic analysis and, in his case, the detachment's training officer. "There's never a dull moment when you're an AW in the LAMPS community," he said.

Having recently completed his second six-month LAMPS Mediterranean deployment, he's now back at HSL-32 at NAS Norfolk doing what he likes best—assisting the squadron's MCPO in matters pertaining to the younger enlisted.

"In today's all-volunteer Navy, we are getting a higher quality sailor," he said, "but it's too early in the program to tell whether they're really career oriented. We must consistently make them aware of our concern for their future."

"But," he added, "the younger people do not appear to have the esprit de corps that has been so much a part of my Navy career. There doesn't seem to be as much pride in the work—too much individualism!"

"The Navy needs to focus its efforts on reversing this trend," he said. He adds, however, that "HSL-32's participation in Phase II of the Navy's Equal Opportunity Program is strengthening the chain of command and making my job a lot easier."

—Photos and story by LT B. V. Buzzell



LEFT: AW1 Holder inspects the tail rotor as part of his SH-2 plane captain duties. Above: AW1 Holder goes through his aircrewman's check list in preparation for flight.



JO2 Vic Pinzon

Entertaining Midway's Crew

Journalist 2nd Class Vic Pinzon adds a touch of class and professionalism to shipboard entertainment.

As station manager for USS *Midway's* (CVA 41) closed circuit radio and television systems, JO2 Pinzon is responsible for all programming and serves as anchor man on the evening news. He also hosts a popular early morning radio show, trains *Midway's* on-the-air talent, and organizes special shows and dances.

"It's a busy schedule," he readily admits, "but I enjoy my work immensely."

Even with his tight schedule, Pinzon still finds time to do what he really enjoys most—performing on stage. His off-duty activities include performances at various nightclubs in Japan, Hong Kong, the Republic of the Philippines and U. S. military clubs.

In 1966, at the age of 17, he cut a few records, one of which, "Live for Today," made the Top 100 nationally and was rated number one for several weeks in his native upstate New York.

Growing tired of civilian life and yearning for a change, Vic enlisted for four years in the Marine Corps. After basic training, he attended the Defense Information School before being assigned to duty in Vietnam. In addition to serving as a rifleman, Vic worked for

the Combat Information Bureau and supplied 15-minute features entitled "Vietnam Diary" to the Mutual Radio Network. In his spare time, he entertained fellow Marines both stateside and abroad.

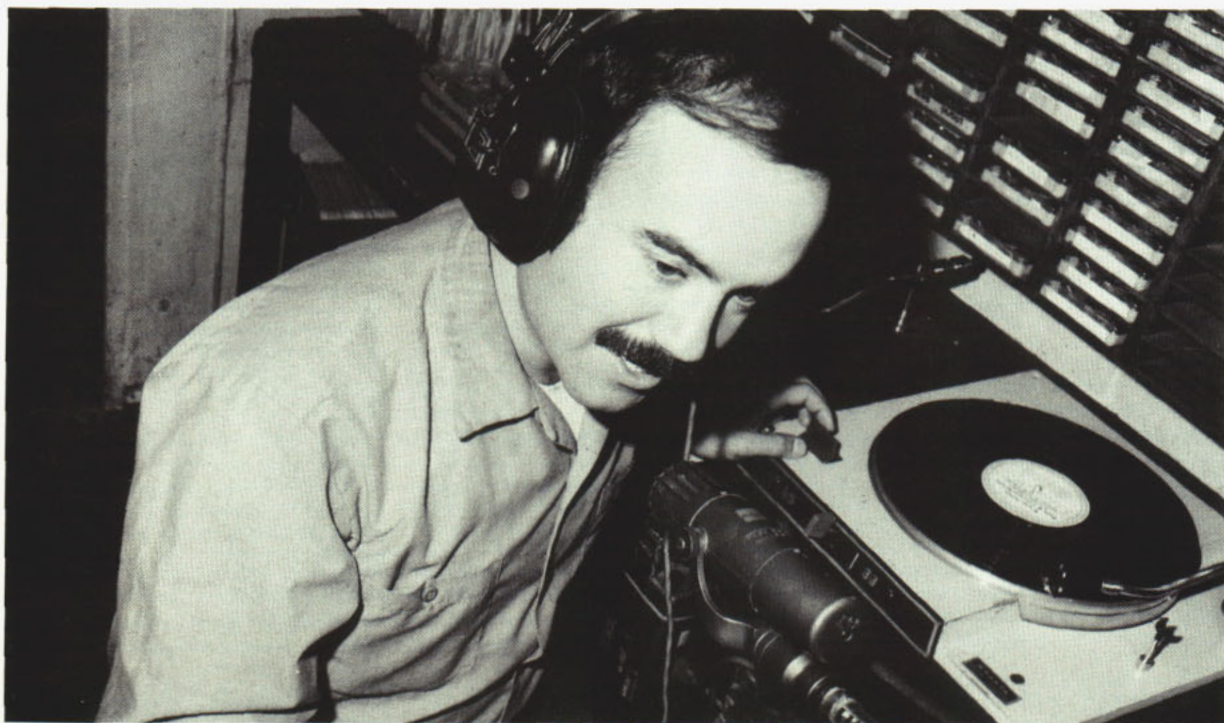
Civilian life again found him performing before live audiences at various nightclubs, including Grossingers in upstate New York. Leaving the nightclub circuit, he turned to broadcasting in order to spend more time with his wife Kathy and their two children. He worked as a newscaster with WINR in Binghamton and WHAM in Rochester, New York.

Still, Pinzon yearned for world travel. A unique opportunity presented itself for him and his family to see the Orient. The opportunity was enlistment in the Navy as a military broadcaster.

Aside from the travel, newscasting and performing, Vic arranges for outside entertainment for *Midway's* crew. His biggest coup to date was arranging for Frank Sinatra to entertain aboard. More than 3000 crewmembers, dependents and guests attended that show in the ship's hangar bay.

Vic recalled, "Observing the crowd's warm response had to be the greatest experience of my life."

—By JO3 Bob Remington



1975 AUTO GAS MILEAGE GUIDE

According to the Federal Energy Administration, automobiles use nearly one-third of the country's petroleum each year. That fact alone would give emphasis to efforts designed to cut down on the use of gasoline—from car-pooling to combining shopping errands and avoiding unnecessary trips. But the core of the effort to conserve gasoline is still the automobile itself—how many miles does it get to the gallon vs. the auto's weight, size of engine, driving conditions and other conditional factors.

How do the 1975 model autos stack up in the miles per gallon department? To answer this, the U. S. Environmental Protection Agency and the Federal Energy Administration have joined forces in producing the "1975 Gas Mileage Guide for New Car Buyers." Besides listing the estimated fuel economy of over 250 new car line and engine combinations, the guide makes two important points—

- You, the driver, can help conserve energy by buying the most fuel-efficient new car that meets your needs.

- When you get ready to buy, look for labels on 1975 model cars—these state the fuel economy for that car, thereby helping you make a selection that's good for you.

The accompanying table lists the 250 new car lines and their engines that meet the 1975 emission standards and were certified for sale in the United States as of 15 Sep 1974. Two tests were run on each car. The first was the city driving test, patterned on conditions the average driver encounters going to and from work—the average speed of city tests was 20 miles per hour and included many stops and starts. The second test, the highway driving test, included simulated interstate highway and rural driving—the average speed in this

phase of the tests was 49 miles per hour.

The U. S. Environmental Protection Agency (EPA) tests for each car lasted 28 minutes for the city portion and 12 minutes for the highway segment.

As to labels some new cars carry, EPA states that, "Cars built by manufacturers who are participating in the Voluntary Fuel Economy Labeling Program should have a label on a rear window indicating the fuel economy of that vehicle. In some cases, the fuel economy will not be the same as listed (in the accompanying tables).

"This is because certain manufacturers have elected to give more detailed information on the label that is specific to the weight, transmission and axle ratio of the individual car, as well as to the car line, engine size, fuel system, and catalyst usage. Fuel economy figures based on this detailed car description," the Guide says, "are more precise than those listed in this guide since more factors about the car are taken into consideration when computing the fuel economy information."

The cars listed in the table were tested by professional drivers on a dynamometer, a machine which simulates many driving conditions. The EPA defends its use of the dynamometer by stating that the machine allows tests to be conducted in exactly the same way each time—the results, therefore, are more scientifically comparable.

In the tests, the city and highway fuel economy for each car tested was measured separately. Grouped by car line, engine size, number of cylinders and fuel system, more than one car of each group was tested.

However, the EPA states that the fuel economy figures for each group of cars on the list are estimates based on the results of these tests.

"This does not mean that you, as a driver, necessarily will get the same fuel economy," the EPA said.

Many factors influence the economy of individual cars:

- Weight—is the single, most important factor. The smaller the car, generally, the better the fuel economy.

- Optional equipment—usually requires more gasoline to operate such as automatic transmission and air-conditioning.

- Driving habits—affect fuel economy; frequent starts and stops rob gasoline as do short trips, idling and uneven speed.

- Condition of engine—a tuned engine results in the best fuel economy and performance; keeping the engine in tune eliminates a lot of headaches.

The accompanying table lists only those models which have been tested to date. EPA states that copies of the "1975 Gas Mileage Guide" are available to the public. For personal copies of the current guide, you can write: Fuel Economy, Consumer Information Center, Pueblo, Colo. 81009. For bulk copies of the Guide, write: Fuel Economy, Federal Energy Administration, Washington, D.C. 20461.



Manufacturer/Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel ini.)	Catalyst	Fuel economy (miles per gal.)	
					City	Hwy.
ALFA ROMEO						
Alfetta	120	4	FI		19	25
2000 Spider	120	4	FI		19	27
AMERICAN MOTORS						
Gremlin	232	6	1		19	24
	258	6	1		21	30
	304	8	2	X	14	19
Pacer	232	6	1		18	24
	258	6	1		17	25
Hornet	232	6	1		18	24
	258	6	1		17	25
	304	8	2	X	14	19
Hornet Wagon	232	6	1		18	24
	258	6	1		17	25
	304	8	2	X	14	19
Matador	232	6	1	X	14	19
	258	6	1		16	19
	258	6	1	X	15	21
	304	8	2	X	13	17
	360	8	2	X	13	15
	360	8	4	X	12	16
	401	8	4	X	11	15
Matador Wagon	258	6	1		16	19
	304	8	2	X	13	17
	360	8	2	X	13	15
	360	8	4	X	12	16
	401	8	4	X	11	15
ASTON MARTIN						
Aston Martin	326	8	8	X	9	14
AUDI						
Fox	97	4	FI		21	34
100	114	4	FI		18	28
AUSTIN MORRIS						
MG Midget	91	4	1		21	32
BMW						
2002	121	4	2		19	30
530	182	6	FI		14	21
3.0S	182	6	FI		14	21
BRICKLIN						
Bricklin	351	8	2		12	17
BUICK						
Apollo	250	6	1	X	16	21
Skylark	231	6	2	X	16	24
Apollo/Skylark	260	8	2	X	15	19
	350	8	2	X	14	19
	350	8	4	X	14	18
Skyhawk	231	6	2	X	19	25
Century/Regal	231	6	2	X	16	24
	350	8	2	X	12	19
	350	8	4	X	13	20
Century Wagon	350	8	4	X	12	16
LeSabre	350	8	4	X	12	16
	400	8	4	X	12	15
	455	8	4	X	12	15
LeSabre Limousine	455	8	4	X	11	15
Estate Wagon	400	8	4	X	11	15
	455	8	4	X	11	15
Electra	400	8	4	X	11	15
	455	8	4	X	11	15
Riviera	455	8	4	X	12	15
CADILLAC						
Cadillac	500	8	4	X	11	16
Fleetwood 75	500	8	4	X	11	14
Eldorado	500	8	4	X	11	16
CHECKER						
Marathon	250	6	1	X	16	20
	350	8	2	X	12	17
Marathon Wagon	350	8	2	X	12	17
CHEVROLET						
Vega	140	4	1	X	19	28
	140	4	2	X	22	29
Vega Kammback	140	4	1	X	19	28
	140	4	2	X	21	29
Monza	140	4	1	X	19	28
	140	4	2	X	21	29
	262	8	2	X	15	23
Nova	250	6	1	X	16	21

Manufacturer/Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel ini.)	Catalyst	Fuel economy (miles per gal.)	
					City	Hwy.
	262	8	2	X	14	18
	350	8	2	X	14	19
	350	8	4	X	13	20
Camaro	250	6	1	X	16	21
	350	8	2	X	14	19
	350	8	4	X	13	20
Chevelle	250	6	1	X	16	21
	350	8	2	X	13	18
	400	8	4	X	13	17
	454	8	4	X	11	16
Malibu Wagon	350	8	2	X	12	18
	400	8	4	X	11	17
	454	8	4	X	11	15
Chevrolet	350	8	2	X	12	18
	400	8	4	X	11	17
	454	8	4	X	11	15
Chevrolet Wagon	400	8	4	X	11	15
	454	8	4	X	10	14
Monte Carlo	350	8	2	X	13	18
	400	8	4	X	13	17
	454	8	4	X	11	16
Corvette	350	8	4	X	13	20
CHRYSLER						
Cordoba	318	8	2		11	16
	318	8	2	X	13	17
	360	8	2	X	13	22
	360	8	4		11	18
	400	8	2	X	13	16
	400	8	4	X	11	17
	400	8	4		10	17
Chrysler	360	8	2	X	11	18
	400	8	2	X	11	15
	440	8	4	X	10	16
Chrysler Wagon	400	8	2	X	10	15
	440	8	4	X	10	16
Imperial	440	8	4	X	10	16
DATSUN						
B-210	85	4	2		27	39
710	119	4	2		22	33
710 Wagon	119	4	2		22	33
610	119	4	2		22	33
610 Wagon	119	4	2		20	29
280Z	168	6	FI		16	25
DODGE						
Colt	98	4	2		20	30
	122	4	2		19	28
Colt Wagon	98	4	2		21	31
	122	4	2		19	28
Dart	225	6	1	X	17	23
	318	8	2		11	16
	318	8	2	X	13	20
	360	8	4		13	19
Coronet	225	6	1	X	14	22
Coronet/Charger	318	8	2		11	16
	318	8	2	X	13	17
	360	8	2	X	13	22
	360	8	4		11	18
	400	8	2	X	13	16
	400	8	4	X	11	17
	400	8	4		10	17
	440	8	4	X	10	15
Coronet Wagon	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	2	X	11	15
	400	8	4	X	11	16
	400	8	4		10	14
Monaco	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	2	X	11	15
	400	8	4		10	14
	440	8	4	X	10	15
Monaco Wagon	400	8	2	X	10	15
	440	8	4	X	10	16
FERRARI						
Dino 308 GT-4	179	8	8		8	15



1975

Manufacturer/Car line

Manufacturer/Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.)	
					City	Hwy.
FIAT						
128	79	4	2		20	28
128 Wagon	79	4	2		20	28
FORD						
Pinto	140	4	2		18	26
	171	6	2	X	16	22
Pinto Wagon	140	4	2		18	26
	171	6	2	X	15	22
Mustang II	140	4	2		18	26
	171	6	2	X	15	22
	302	8	2		10	18
Maverick	200	6	1	X	17	24
	250	6	1		14	18
	250	6	1	X	16	21
	302	8	2		10	18
	302	8	2	X	13	18
Granada	200	6	1	X	17	24
	250	6	1		14	18
	250	6	1	X	15	20
	302	8	2	X	12	16
	351	8	2		12	16
Torino Elite	351	8	2	X	11	16
	400	8	2	X	10	14
	460	8	4	X	10	16
Torino Wagon	351	8	2	X	11	15
	400	8	2	X	10	14
	460	8	4	X	10	15
Ford	351	8	2	X	11	15
	400	8	2	X	10	14
	460	8	4	X	10	16
Ford Wagon	400	8	2	X	9	14
	460	8	4	X	10	15
Thunderbird	460	8	4	X	10	15
HONDA						
Civic	75	4	2		27	39
Civic CVCC	91	4	3		27	39
LAMBORGHINI						
Urraco	150	8	8		8	14
LINCOLN-MERCURY						
Bobcat	140	4	2		18	26
	171	6	2	X	15	22
Bobcat Wagon	140	4	2		18	26
	171	6	2	X	15	22
Comet	200	6	1	X	17	24
	250	6	1		14	18
	250	6	1	X	16	21
	302	8	2		10	18
	302	8	2	X	13	18
Monarch	200	6	1	X	17	24
	250	6	1		14	18
	250	6	1	X	15	20
	302	8	2	X	12	16
	351	8	2		12	16
Montego/Cougar	351	8	2	X	11	16
	400	8	2	X	10	14
	460	8	4	X	10	16
Montego Wagon	351	8	2	X	11	15
	400	8	2	X	10	14
	460	8	4	X	10	15
Mercury	400	8	2	X	10	14
	460	8	4	X	10	15
Mercury Wagon	400	8	2	X	9	14
	460	8	4	X	10	15
Lincoln Continental	460	8	4	X	10	15
Continental Mark IV	460	8	4	X	10	15
MASERATI						
Merak	181	6	6		10	17
Khamsin	301	8	8		9	13
Bora	301	8	8		9	13
MAZDA						
808	96	4	2		21	30
808 Wagon	96	4	2		21	30
RX-3	70	2R*	4		14	20
RX-3 Wagon	70	2R*	4		14	20
RX-4	80	2R*	4		14	20
RX-4 Wagon	80	2R*	4		14	20

*Rotary engine with two rotors

Manufacturer/Car line

Manufacturer/Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.)	
					City	Hwy.
MERCEDES-BENZ						
240D	147	4	FI		24	31
300D	183	5	FI		24	31
230	141	4	1	X	16	20
280/280C	167	6	4	X	15	20
280S	167	6	4	X	15	20
450 SE/SEL	276	8	FI	X	11	17
450 SL/SLC	276	8	FI	X	11	17
OLDSMOBILE						
Omega	250	6	1	X	16	21
	260	8	2	X	15	19
	350	8	2	X	14	19
	350	8	4	X	14	18
Starfire	231	6	2	X	19	25
Cutlass	250	6	1	X	16	21
	260	8	2	X	15	19
	350	8	4	X	15	20
	455	8	4	X	13	19
Cutlass Wagon	350	8	4	X	14	18
	455	8	4	X	13	18
Delta 88	350	8	4	X	14	18
	400	8	2	X	12	17
	455	8	4	X	13	18
Custom Cruiser Wagon	400	8	4	X	11	15
	455	8	4	X	12	16
Olds 98	400	8	4	X	11	15
	455	8	4	X	12	16
Toronado	455	8	4	X	11	16
OPEL						
1900 Manta	116	4	FI		19	27
1900 Wagon	116	4	FI		19	27
PEUGEOT						
504	120	4	2		20	27
504 Wagon	120	4	2		17	25
504 Diesel	129	4	FI		27	35
504 Diesel Wagon	129	4	FI		27	35
PLYMOUTH						
Valliant/Duster	225	6	1	X	18	23
	318	8	2		11	16
	318	8	2	X	13	20
	360	8	4		13	19
Fury	225	6	1	X	14	22
Road Runner/Fury	318	8	2		11	16
	318	8	2	X	13	17
	360	8	2	X	13	22
	360	8	4		11	18
	400	8	2	X	13	16
	400	8	4	X	11	17
	400	8	4		10	17
	440	8	4	X	10	15
Fury Wagon	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	2	X	11	15
	400	8	4	X	11	16
	400	8	4		10	14
Gran Fury	318	8	2	X	12	17
	360	8	2	X	11	18
	400	8	2	X	11	15
	400	8	4		10	14
	440	8	4	X	10	15
Gran Fury Wagon	400	8	2	X	10	15
	440	8	4	X	10	16
PONTIAC						
Astre	140	4	1	X	19	28
	140	4	2	X	21	29
Astre Wagon	140	4	1	X	19	28
	140	4	2	X	21	29
Ventura	250	6	1	X	16	21
	260	8	2	X	15	19
	350	8	2	X	14	19
	350	8	4	X	14	18
Firebird	250	6	1	X	16	21
	350	8	2	X	13	18
	350	8	4	X	12	18
	400	8	4	X	13	18
LeMans	250	6	1	X	16	21
	350	8	2	X	12	18
	350	8	4	X	13	17



Manufacturer/Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.)	
					City	Hwy.
LeMans/Grand AM	400	8	4	X	13	18
Grand AM	400	8	2	X	12	17
	455	8	4	X	12	17
LeMans Wagon	400	8	2	X	12	17
	400	8	4	X	12	15
Pontiac	400	8	2	X	12	17
	400	8	4	X	12	15
	455	8	4	X	11	18
Pontiac Wagon	400	8	4	X	11	15
	455	8	4	X	11	15
Grand Prix	400	8	2	X	12	17
	400	8	4	X	13	18
	455	8	4	X	12	17
PORSCHE						
914	109	4	FI		21	33
	120	4	FI		20	30
911S Carrera	164	6	FI		18	29
ROLLS-ROYCE						
Silver Shadow	412	8	2	X	9	12
SAAB						
99	121	4	FI		21	27
SUBARU						
Subaru	83	4	2		25	33
Subaru Wagon	83	4	2		23	31
TOYOTA						
Corolla	97	4	2		21	33
Corolla Wagon	97	4	2		21	33
Corona	133	4	2		19	28
Corona Wagon	133	4	2		19	28
Celica	133	4	2		18	27
Corona Mk. II	156	6	2	X	17	21
Mk. II Wagon	156	6	2	X	17	21
TRIUMPH						
Spitfire	91	4	1		21	32
TR-7	122	4	2		20	29
VOLKSWAGEN						
Beetle	97	4	FI		22	33
Rabbit	90	4	2	X	24	38
	90	4	2		24	38
Dasher	90	4	2	X	23	35
	90	4	2		23	36
Dasher Wagon	90	4	2	X	23	35
	90	4	2		23	36
Scirocco	90	4	2	X	24	38
	90	4	2		24	38
Thing	97	4	FI		22	33
VOLVO						
240	121	4	FI		16	26
245 Wagon	121	4	FI		17	24
160	182	6	FI		15	22



Vans, Pickups, Buses, Etc.

A M GENERAL
Post Office Vehicle

232	6	1	17	24
258	6	1	14	18

Manufacturer/Car line	Engine size (cu. in. disp.)	Cylinders	Carburetor (barrels/fuel inj.)	Catalyst	Fuel economy (miles per gal.)	
					City	Hwy.
CADILLAC						
Commercial Chassis	500	8	4	X	11	14
CHEVROLET						
Vega Panel Express	140	4	1	X	21	31
	140	4	2	X	22	31
LUV Pickup	110	4	2		19	27
Pickup	250	6	1	X	14	19
	350	8	2	X	12	17
	350	8	4	X	13	18
	454	8	4	X	10	14
Van	250	6	1	X	14	20
	350	8	2	X	12	17
	350	8	4	X	13	17
Blazer	250	6	1	X	14	18
	350	8	2	X	12	17
	350	8	4	X	13	17
El Camino	250	6	1	X	16	21
	350	8	2	X	13	18
	400	8	4	X	13	17
	454	8	4	X	11	16
DATSUN						
Pickup	119	4	2		20	31
DODGE						
Pickup	225	6	1	X	16	26
	318	8	2	X	13	18
Van	225	6	1	X	16	26
	318	8	2	X	13	18
Ramcharger	318	8	2	X	13	18
FORD						
Courier Pickup	109	4	2		19	25
Pickup	300	6	1	X	15	20
	302	8	2	X	13	18
	360	8	2		11	14
	360	8	2	X	11	17
	390	8	2		11	15
Van (Econoline/ Club Wagon)	300	6	1	X	15	20
	351	8	2		11	17
Bronco	302	8	2	X	13	18
Ranchero	351	8	2	X	11	17
	400	8	2	X	10	15
	460	8	4	X	10	16
GMC						
Pickup	250	6	1	X	14	19
	350	8	2	X	12	17
	350	8	4	X	13	18
	454	8	4	X	10	14
Van	250	6	1	X	14	20
	350	8	2	X	12	17
	350	8	4	X	13	17
Jimmy	250	6	1	X	14	18
	350	8	2	X	12	17
	350	8	4	X	13	17
Sprint	250	6	1	X	16	21
	350	8	2	X	13	18
	400	8	4	X	13	17
	454	8	4	X	11	16
JEEP						
Jeep	232	6	1		17	20
	258	6	1		14	19
	304	8	2	X	15	19
MAZDA						
B 1600 Pickup	96	4	2		20	28
Rotary Pickup	80	2R	4		13	20
*Rotary Engine with two rotors						
OLDSMOBILE						
Driveaway Chassis	455	8	4	X	12	16
PLYMOUTH						
Van	225	6	1	X	16	26
	318	8	2	X	13	18
Trail Duster	318	8	2	X	13	18
TOYOTA						
Hilux	133	4	2		18	27
Hilux Camper	133	4	2		18	25
Land Cruiser	258	6	2		10	15
VOLKSWAGEN						
Bus (Wagon, Kombi, Panel)	109	4	FI		18	25



letters

Gator Navy

SIR: The explosions pictured on page 25 of the November 74 ALL HANDS in the article "Gator Navy" were mislabeled. They were a part of a beach simulation of naval gunfire and air bombardment put in and fired by the Marines of Second Platoon, B Co., Third Engineer Battalion. The SEALs and UDT deserve credit for their work, but they did not explode anything during the operation. All demolition work was done by Marine combat engineers., 2/Lt. A. R. C. USMC

• We had no intention of slighting the Marine combat engineers. Our sincere apologies go to the men of your platoon for failing to mention their good work.—Ed.

Navy Buff

SIR: I was delighted to discover "For the Navy buff" in your January 1975 issue and hope it will be a recurring feature.

I can confirm your suspicion that holystoning continued after 5 Mar 1931. It was done on board USS Wisconsin (BB 64) during the summer of 1951 for the "edification" of embarked midshipmen, if nothing else.

Concerning the location of the islands on aircraft carriers, before World War II the Japanese built the carriers *Akagi* (1927) and *Hiryu* (1939) with lefthanded superstructures. They proved it was a bad idea.

I think the Japanese might have been mentioned again in the response about those "magnificent giants," the battleships. *Yamato* and *Musashi* were bigger than the *Iowas*.

On page 54, it is stated that Paul Revere "recoppered her in Boston." More accurately, Revere manufactured the copper sheeting in the first such mill established in the young nation. The actual shipboard work was accomplished by Captain Edward Preble, his crew and some civilian laborers he hired.

You are correct about *Constitution* having been built at the Hartt (or Hart) shipyard, but that yard was not located on the same site as the recently closed Navy Yard. The Hartt yard was located in Boston (not Charlestown) in the vicinity of the present Coast Guard base.

On page 56, *Constellation* is referred to as *Constitution's* sister ship. As the

former was rated at 38 guns and the latter at 44, that's like calling a heavy cruiser and a battle cruiser "sister ships."—CDR Tyrone G. Martin, USN, 59th Commanding Officer, USS Constitution.

• We appreciate your comments about the article and your thoughtfulness in pointing out the discrepancies.—Ed.

History Buff

SIR: After reading the December 1974 ALL HANDS and working the AINav puzzle, I believe I've found all 45 World War II fighting ships plus the name of the contributor, Kamienski.

I would like to know if I missed any. Your puzzle has really started people digging into Navy history and they are coming up with a lot of interesting facts. I look forward to other AINav puzzles and enjoyment in ALL HANDS.—PMH2 M. B. C.

• Thank you for your letter concerning the AINav puzzle in the December ALL HANDS. It appeared that you had a perfect score, including the name of the contributor, Kamienski.—Ed.

Flight Deck Hazards

SIR: Having been in the ship safety business, including LAMPS systems safety, for a number of years now, I was dismayed to note two safety violations so prominently displayed on the inside back cover of the February ALL HANDS. One, the CO₂ bottle standing unattended on deck, is relatively minor (but shouldn't happen); the second is a real no-no. The two men in khakis and the petty officer in the background appear to be unauthorized sightseers. One of the men in khakis is wearing an ear protective device, but the other is not. Article 720.2 of the Standard Organization and Regulations of the U. S. Navy (OpNavInst 3120.32) spells out the requirements for helodeck safety quite clearly.

We try to educate the fleet through safety publications here at the Naval Safety Center. A gentle reminder in one of your columns about the hazards of flight deck operations would be helpful.—Cdr. R. F. Ackerman, USN.

• We try to clear pictures we think may have safety violations but we cannot clear everything once it has been released, because of the time factors involved and publication deadlines. This photo was an official Navy photo which

had been cleared previously for publication. However, we agree that safety should originate on site, and hope this will serve as a reminder to the Fleet (as well as to ourselves).—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

• PT Boats—A reunion is planned for all hands who served in PT boats, bases, fenders, supply, communications, casu units or were in any way connected with PT boaters for 28 Aug-1 Sep in San Diego, Calif. Contact PT Boats, Inc., P.O. Box 109, Memphis, Tenn. 38101.

• USS *Chandeleur* (AV 10)—A reunion is planned for 1-3 August in Nashville, Tenn. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

• USS *Essex* (CV 9)—A reunion is planned for all who served in her for 15-17 Aug in Louisville, Ky. Contact Bill Philpott, USS *Essex* (CV 9), Inc., P.O. Box 10123, Louisville, Ky. 40210, or phone (502) 778-8258.

• USS *Fletcher* (DD 445)—A reunion is planned for 1-3 August. Contact LCDR Warren W. Broome, USN (Ret), 5415 Masser Ln., Fairfax, Va. 22030.

• USS *Haddo* (SS 255)—A reunion is planned for 5-10 August in Nashville, Tenn. Contact E. L. Stough, 7051 E. Rosewood, Tucson, Ariz. 85710, or G. H. McMinn, Rt. 1, Box 165, Marion, Ark. 72364.

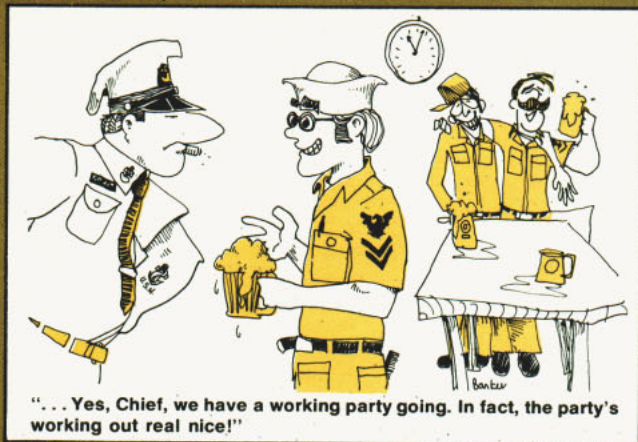
• USS *Bronstein* (DE 189)—1943-45 personnel interested in a reunion contact N. Roy Lindquist, 4118 N. Meade Ave., Chicago, Ill. 60634.

• USS *LST 1085*—Members who served in the Pacific Theater in WWII are planning a reunion. Those interested should contact George J. Miller, Colonial Bldg., Ross at Second, Pittsburgh, Pa. 15219.

• USS *Baltimore* (CA 68)—A reunion for WWII and Korean War shipmates is planned for 15-17 August in Pittsburgh, Pa. Contact Earl Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.

• USS *Birmingham* (CL 62)—The 3rd annual reunion is planned for 15 and 16 August in Arlington, Va. Contact Joe W. Grimes, 3325 Belmont Court, Virginia Beach, Va. 23452.

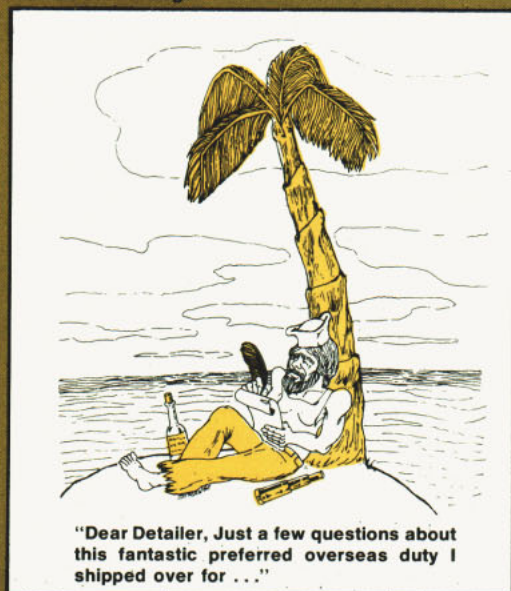
AX2 A. F. Barker, Jr.



SA Sherry L. Vandemark



SK3 Kurt A. Strange



on the serious side

JOC Sam E. McCrum



CTA1 Donald L. Winans



TAFFRAIL TALK

Our hats are off to Ensign Deborah A. Burnette who became the first (we believe) Navy woman to be awarded the Navy-Marine Corps Medal for a personal act of heroism. She was awarded the medal for snatching a small child from the path of an auto last fall—badly injuring her knee in the flying dive.

A graduate of Clemson University (S. C.), Ensign Burnette is a member of our NIRA family—she's the editor of the weekly Chinfo NewsGram. Her citation, signed by the Secretary of the Navy, states, "... with complete disregard for her own safety and fully aware of the personal danger involved, unhesitatingly ran into the street, grabbed the child and tumbled to the ground out of the path of the speeding automobile.

"Although ENS Burnette was painfully injured in the fall to the pavement during the rescue, the child was unharmed ..."

What the citation didn't say is that Deborah is also an attractive, quiet and unassuming person—she has the makeup and temperament of one who would put her life on the line to save another. Congratulations!

* * * * *

A recent release from Point Mugu caught our eye—on the subject of Navy pest controllers. Out there they make "snake calls" which, in a way, are similar to house calls. Seems the local snakes enjoy sunning themselves on patios, squirming around on the concrete as they take the noonday sun.

According to Point Mugu's pest controllers, it's best not to panic when spotting a snake—it could be a harmless gopher snake or king snake. These merely get a ride to an out-of-the-way place and are set free. Rattlers, however, end up pickled in alcohol or become utilitarian, a snakeskin belt, for instance.

A snake serves some useful purposes—for example, it feasts on rodents. You shouldn't fear them in high grass. (Medium high grass is something else again.)

The Point Mugu area is fairly free of mosquitoes and flies, thanks to pest control. According to the PCs, the best way to get rid of pesky mosquitoes is to use minnows, which just love to dine on mosquito larva, usually found in still water.

Rats, mice, gophers and squirrels are a mixed bag which share some of man's likes—rats and mice love to eat grain in people's houses; ground squirrels and gophers take to the golf links whenever they can (they tunnel under golf courses and runways). Cockroaches just sponge off people, especially people who leave food lying about. Spiders eat insects, so they're not all that bad, except the shiny black one with an orange hourglass on its back. If you spot that one, run—she's a black widow. Seems she likes warm places, especially boiler rooms.

Navy pest controllers must pass a licensing exam, and be relicensed every two years. If you hate needles, find another profession. They have to take blood tests every six months, along with annual physicals. Either way pest controllers get stung.

The All Hands Staff

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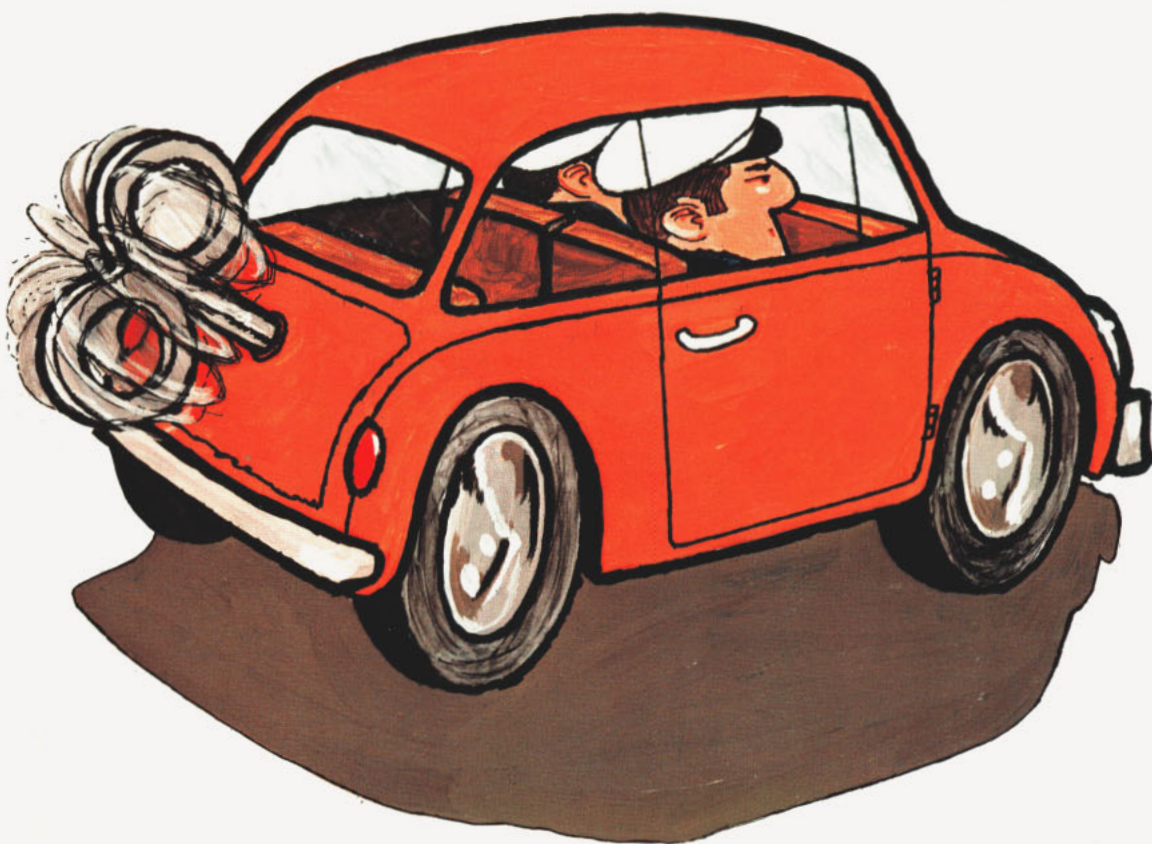
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Right: A young sailor prepares to fire the shot line as his ship nears pier.





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